

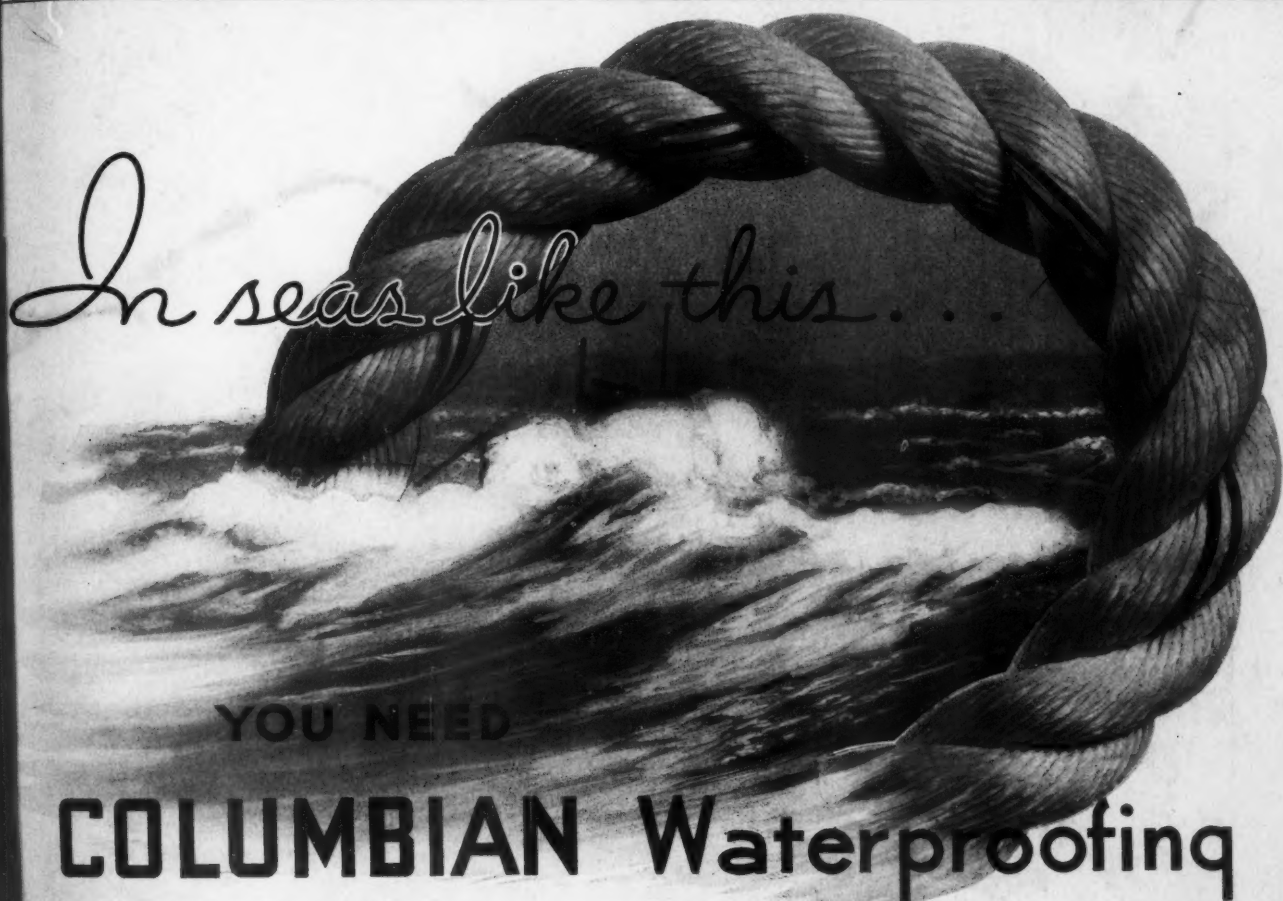


ATLANTIC FISHERMAN

VOL. XVI

Registered U. S. Patent Office
MAY, 1935

NO. 4



In seas like this...

YOU NEED

COLUMBIAN Waterproofing

Look close and you will see a small vessel battling the sea. Such experiences demand the best there is in rope. Lines must not become taut and stiff which makes them hard to handle. That is why fishermen are fast turning to Columbian Waterproofed Rope.

Our exclusive method of treating the individual fibres—said by many fishermen to be the greatest modern improvement to Manila Rope—insures absolute flexibility. It makes no difference how wet the rope becomes it still remains flexible and easy to handle.

Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City", N. Y.

Branches: New York

Chicago

Boston

New Orleans

COLUMBIAN TAPE MARKED ROPE

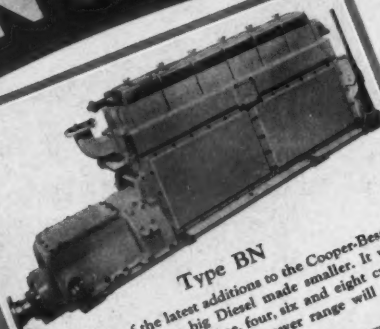
PURE MANILA

DIESELS for all types of FISHING BOATS



Type FP

This is one of the most popular fishboat sizes. It is built with three and four cylinders and marine reverse gearing. The horsepower range is from 90 to 240. This design has been thoroughly proved in many different boats.



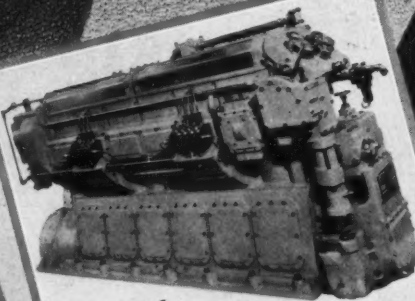
Type BN

This is one of the latest additions to the Cooper-Bessemer line. It is simply a big Diesel made smaller. It will be available in one, two, three, four, six and eight cylinders with marine gear. The horsepower range will be from 10 to 100 H. P.



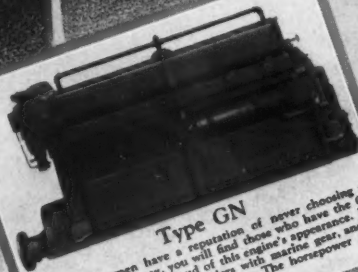
Type JT

Is a thoroughly tested marine Diesel, well adapted to fishboat service. It is built only in six and eight cylinders direct reversing. The horsepower range is from 300 to 400.



Type EN

This is another of the modern N line engines with all the long-lived features so desirable for fishboat service. It is built in three and four cylinders with marine gear, and six and eight cylinders direct reversing. The horsepower range is from 75 to 200.



Type GN

While fishermen have a reputation of never choosing an engine for its beauty, you will find those who have the GN in their boats plenty proud of this engine's appearance. It is built in three and four cylinders with marine gear, and six and eight cylinders direct reversing. The horsepower range is from 125 to 300.



Type MR. This is the largest Diesel built by Cooper-Bessemer. There are two other smaller sizes in the R line. All three sizes are available in six and eight cylinders direct reversing. The horsepower range is from 500 to 1200.

COOPER-BESSEMER Diesels have an enviable reputation in the fishing fleet. In an industry where profits so largely depend upon the low operating costs of a good Diesel engine and life itself often depends upon the reliability of the engine, it means a lot to find every man on board favoring Cooper-Bessemer. We have tried hard to first win that position and then to maintain it with constantly more modern Diesels. Every Cooper-Bessemer Diesel has been designed from the fisherman's standpoint with the fisherman's requirements in mind. You will find a Cooper-Bessemer representative near you.

THE COOPER-BESSEMER CORPORATION

General Diesel Sales Offices: 25 West 43rd Street, New York City

87 Duncan Street, Cambridge, Mass.
Hoffa's Ltd., Vancouver, B. C.

505 Esperson Building, Houston, Texas
Mills Building, Washington, D. C.

Plants: Mount Vernon, Ohio Grove City, Pennsylvania

640 East 61st Street, Los Angeles, Calif.
The Pacific Marine Supply Company, Seattle, Washington

Make sure the *Biggest market* won't get away

*If they're running, you'll
get 'em—but it's the market
that means profits*

Power to get you out and get you back to the port where prices are best depends on lubricants exactly suitable for your engine.

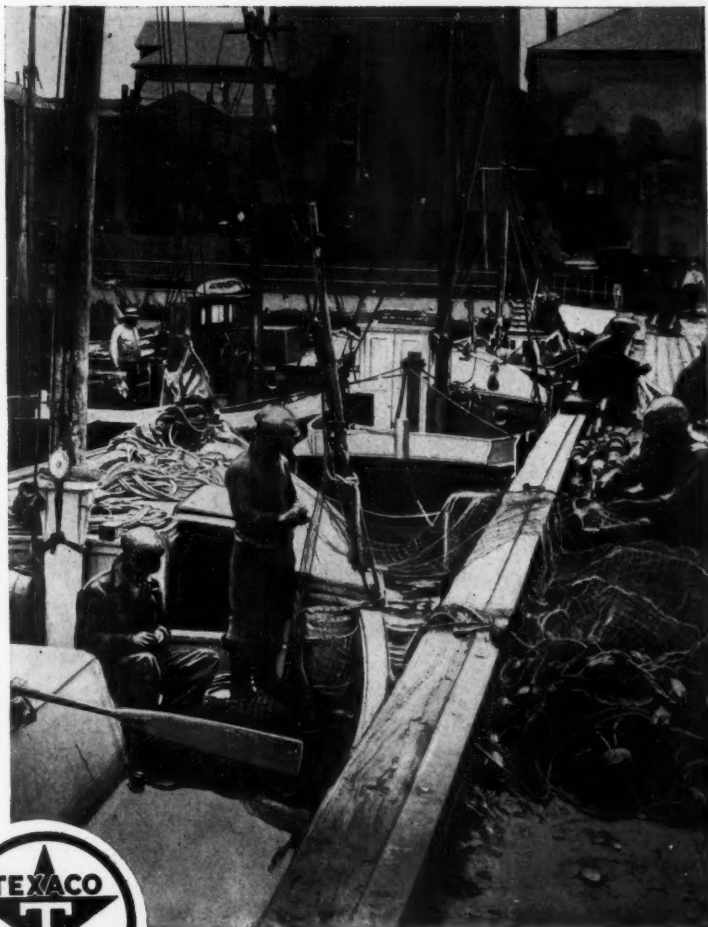
Comparative operating records from fleet owners, and independent operators, prove that Texaco *tested* Lubricants are the safest assurance of dependable engine power—freedom from excessive repair and maintenance expense.

For Diesels Especially

Texaco Ursa Oils, made for Diesels, are noted for their surprising freedom from carbon-forming elements. They keep engines clean, rings free, ports and valves working at their best, and power costs low.

It would be a good business move to find out what Texaco *tested* Lubricants can do for you. It will mean extra dollars in your pocket. At all ports, you will find Texaco *tested* Lubricants and a marine engineer to help you in their selection and use.

THE TEXAS COMPANY
Marine Sales Division
135 East 42nd Street, New York City



TEXACO *marine* LUBRICANTS

(AVAILABLE AT ALL PORTS)

REFINERY TESTED FOR UNIFORMITY • • • SERVICE TESTED FOR ECONOMY

» GOOD FOR YEARS OF SERVICE



WHEN you power your fish boat with a heavy duty Atlas Diesel you will have taken care of your power problem for many years to come. These engines operate at slow speeds, which means many more years of service than may be expected from a high speed engine—and far less repair cost.

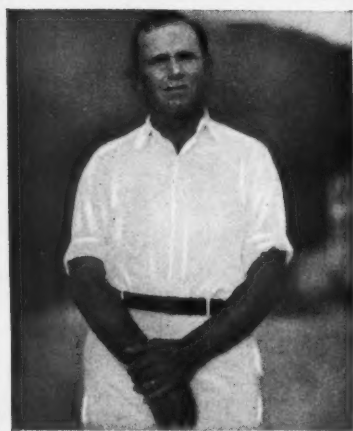
Above we show a picture of the "Old Lady", a 65' fishing boat out of New Bedford, owned and skippered by Captain Joseph Dutra. Here is what he has to say about his Atlas Diesel: "Six months ago I bought a 6 cylinder, 120 H.P. Atlas Diesel which previously had 3½ years service on another fishing boat. I am well satisfied and think it

a fine engine. It has lots of power and is economical on both lubricating and fuel oil. The engine does not require much care; all you have to do is put in some oil and start it up".

Thus far we have never known of an Atlas Diesel that has been worn out. The first Diesel we built was installed in a ferry boat in 1916, and today, after 19 years service in which she traveled a half million miles, this engine is still in daily service and retains three of her original six cylinders. We therefore estimate that with reasonable care an Atlas Diesel should have a useful life of at least 25 years.

ATLAS DIESEL ENGINE CORPORATION
115 BROAD STREET
NEW YORK

ATLAS IMPERIAL



**"FOR 15 YEARS
EVEREADYS
have given me
PERFECT SERVICE"**

● Capt. C. P. Guthrie writes of the three jobs that Eveready Hot Shots handle aboard the menhaden trawler "J. Earl Morris"

You'll find that Eveready Hot Shots will give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. Like the Hot Shots, No. 6 Dry Cells are weather-proof and can take the toughest kind of punishment.

National Carbon Co.
30 East 42nd Street,
New York City

Gentlemen:

For the past fifteen years I have been using Eveready Hot Shot batteries, and they have given me perfect service. I have been skipper of many menhaden trawlers and have fished along the North Carolina and Florida Coasts during which time I have come into contact with many batteries. I have learned from experience that Evereadys are the best.

We use three sets of Eveready Hot Shots aboard the menhaden trawler, "J. Earl Morris". A set for starting the motor to the pump; a set for starting the motor of the captain's boat; and a set for starting the motor which controls the hoisting gear with which the fish are unloaded.

Eveready has its advantages at the pump because of its sure-fireness, that is, its faithfulness in starting the motor within a split-second, which is most important in rough weather. In the captain's boat Eveready Batteries are important because they can withstand salt air and water. That's important! Eveready Hot Shots are important at the hoisting gear because they start the motor immediately and because they do not discharge their power throughout the cables of the hoist like most storage batteries. For this reason practically every trawler in the entire North Carolina menhaden fleet sticks to Eveready Hot Shots. They never fail.

Very truly yours,

C. P. Guthrie



**Is your flashlight loaded?
GET EVEREADYS**

...they last longer, and they're waterproof

NATIONAL CARBON COMPANY, INC.

General Offices: New York, N. Y.

Branches: Chicago, San Francisco

Unit of Union Carbide



and Carbon Corporation

"CLAIRE" IN SERVICE *Every Day* AT A PROFIT!



● The 400-hp. gasoline engine in the party fishing vessel *Claire* cost so much for fuel that daily trips for deep sea fishing were far from possible when only a few prospective fishermen wanted a day at sea. Only a weekend crowd could make the income meet expenses.

Captains Harry Berlin and Walter Blease, confronted with this excessively high cost of operation, chose a pair of the new F-M Model "36" high speed 4-cycle Diesels of 60 hp. each to be installed on the *Claire*. At 1200 r.p.m. they drive the craft at a full 13.5 knots, even when running on

less than full power. Recently repowered with a pair of F-M Model "36" Diesels. She now operates every day at a profit instead of at a weekly loss.

less than full power. Fuel costs have dropped from \$20 to \$2 per voyage.

Where a profitable day at sea once required ten passengers, now *one* fare covers the operation costs. And because the *Claire* can now keep a daily sailing schedule instead of lying at the pier on week days, every Saturday night shows a tidy profit in the week's operation.

Before you build, modernize or refit the old craft, get the whole story on the F-M "36". It's a money-maker and a money-saver in every fishing and workboat service. In sizes up to 160 hp. with all the Fairbanks-Morse long life and dependability that have made these great Diesels known in every sea. For full information, address Fairbanks, Morse & Co., General Offices: Chicago. New York — Boston — Baltimore — New Orleans — Jacksonville — Los Angeles — San Francisco — Portland, Oregon — Seattle. Branches with service stations in principal ports.



Pioneer
Designers
and
Manufacturers
of



FAIRBANKS-MORSE

DIESEL ENGINES

OVER 2,000,000 HORSEPOWER
NOW IN SERVICE

POWER, PUMPING AND WEIGHING EQUIPMENT

105 Years

6372-OA27.447

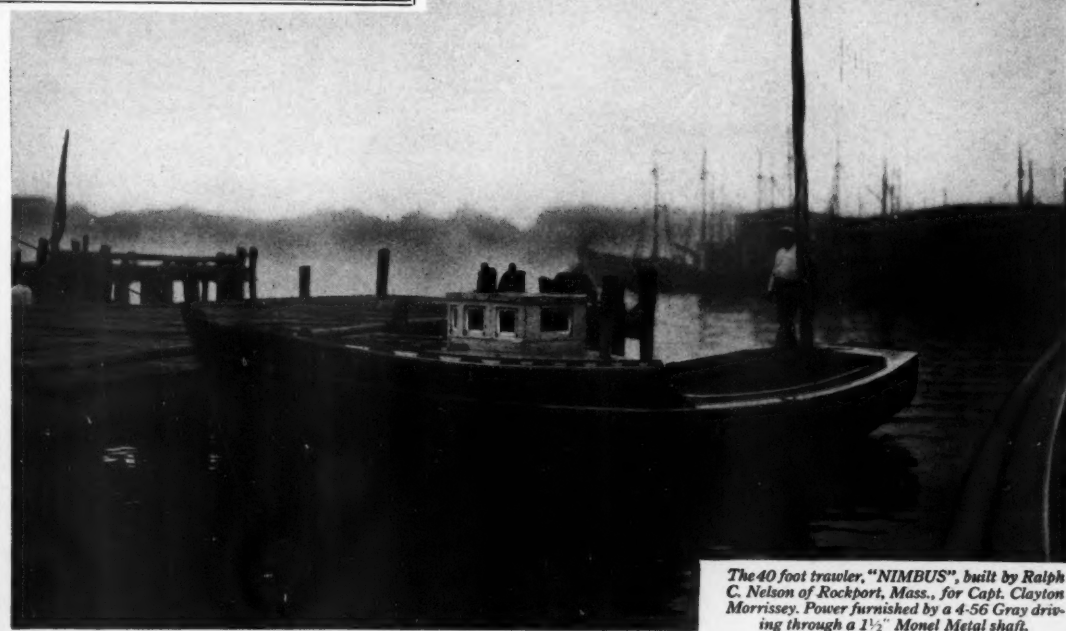
MONEL METAL SHAFTS

help famous fisherman

...INSURE

AGAINST LAYUPS!

*Cap'n Morrissey equips
Trawler "Nimbus" with
Monel Metal Propeller
Shaft...and the Cap'n
knows his boats!*



The 40 foot trawler, "NIMBUS", built by Ralph C. Nelson of Rockport, Mass., for Capt. Clayton Morrissey. Power furnished by a 4-56 Gray driving through a 1½" Monel Metal shaft.

Man and boy for most of his 59 years, Cap'n Clayton Morrissey of Rockport, Mass., has followed the sea. Master mariner at 21, one time skipper of the famous racing fishing schooner "Henry Ford" and present owner of the husky trawler, "Nimbus", he admittedly knows boats.

Not given overmuch to yarn spinning, Cap'n Morrissey lets his actions speak instead of words.

Here's the Nimbus...built by Ralph C. Nelson of Rockport. Look her over. You realize she is built for hard work. Her 4-56 Gray drives through a 1½" Monel Metal shaft.

The business of offshore fishing is no service in which to take chances on sprung shafts with consequent damage to bearings and packings.

Monel Metal shafts are strong... strong as steel. They are unaffected by rust or corrosion by sea water. They are tough, stiff, and dependable. They withstand jars and bangs that would helplessly distort shafts of

softer metal. These qualities, which make Monel Metal ideal for propeller shafts, also commend Monel Metal to the favor of boat owners for galley trim, fastenings and fittings. And to owners of fishing boats, as lining for fish storage bins.

Any boat builder can tell you all about Monel Metal for marine use. Talk things over with him!

THE INTERNATIONAL NICKEL COMPANY, INC.

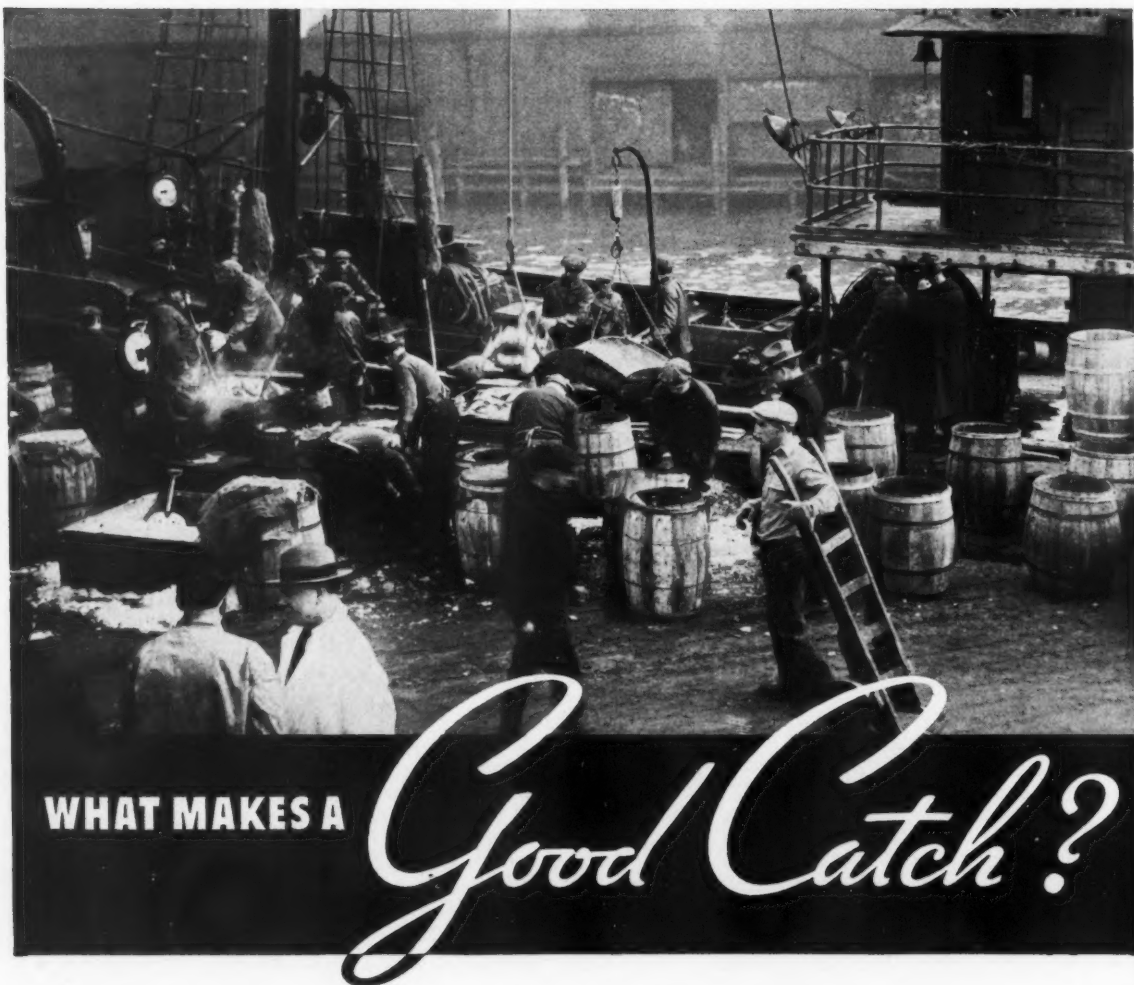
67 WALL STREET, NEW YORK, N. Y.

MONEL METAL



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.





YOUR CATCH depends not only on "fisherman's luck" and the skill of your crew—but also on the reliability of your equipment. The sudden failure of a piece of equipment may mean the loss of both nets and catch.

Nowhere is unfailing power more essential than aboard a fishing craft. That's why many skippers insist on Willard Marine Batteries for their starting, lighting, and auxiliary power. Through years of experience they have learned that "You can always depend on a Willard."

Willard

Willard makes a complete line of Marine Batteries with a wide range in price and types to fit your needs.

WILLARD STORAGE BATTERY COMPANY • CLEVELAND, OHIO • MARINE DIVISION

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

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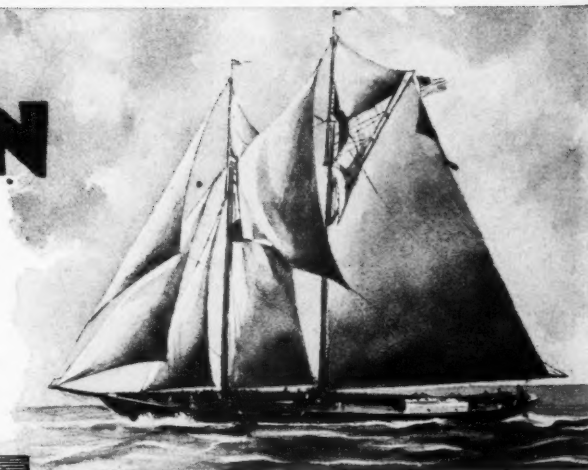
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VOL. XVI

MAY 1935

NO. 4

Timely Business and Scientific Topics Scheduled for Oyster Convention

THE stage is set for another of the annual meetings, always productive, of the oyster growers, dealers, and affiliated interests, with a large, representative gathering at the Hotel Washington, Washington, D. C., May 20, 21 and 22.

Greetings extended by Secretary of Commerce Daniel C. Roper, Howard W. Beach, President of the Oyster Growers and Dealers Association of North America, Inc., and Dr. R. V. Truitt, President, National Shellfisheries Association, stress the importance of this year's convention, particularly the need for an adequate, well-planned trade promotion program that will be supported by the entire industry. Special attention will be paid to the proposed national advertising campaign, co-operative marketing, production credit associations, the code for the fresh oyster industry, and scientific papers on practical problems.

In many ways, the joint convention of the two associations will mark a turning point in the history of the industry. The code has been in effect over a year; that it has failed to cure all the ills afflicting the oyster business is evident, but no one in his right senses would have expected the code to be a universal remedy for conditions of such long standing. No law can do more than those it affects wish it to do, and in the oyster industry, as in all industries, there are recalcitrant groups whose shortsightedness is their

outstanding characteristic. Then too, it is an open question as to whether or not the code was so rigidly drawn that strict enforcement was out of the question. These and other aspects of the situation will be aired freely; bring your complaints, if any, and let them see the light of day.

The matter of a national advertising campaign is even more important, dealing as it does with the future of everyone concerned in the business, from the independent tonger right down the line. Consumption has slumped from 230,000,000 pounds in 1910 to 60,000,000 pounds at the present time, despite an increase in population from 92,000,000 to 140,000,000. Unless this decline is checked, oysters will become the forgotten food.

The industry has already tried to boost consumption by cutting prices, with no result except red ink and bankruptcies. The only alternative is to rebuild demand; this is a long and hard job, but it can be done if those in the industry get behind the plan and push it across without delay.

Production credit associations, how they work and what they can do, will be described in detail, while the organization of a co-operative will be outlined by Dr. H. M. Bain, of the Farm Credit Administration.

E. T. Freeman, Secretary of the Oystermen's Protective Association of Virginia, is on the program for a talk that promises to be a highlight of the meeting — "The Waterman and His Problems."



An unusual view of the oyster fleet on Delaware Bay.

Scientific papers will include addresses by authorities on such topics as eradicating oyster enemies, better oysters for the consumer, live oysters for the consumer, driving the drumfish from the beds of New Jersey, food of the oyster, nutritive value, and others.

Secretary Roper Extends Welcome

The Hon. Daniel C. Roper, Secretary of Commerce, has sent this special letter of welcome to the two associations:

"As the Secretary of Commerce, I am intensely interested in the progress and development of industry in this country. I am informed of your plan to hold a joint convention in this city, May 20th-22nd. Various activities of this Department, especially those of the Bureau of Fisheries in the fields of scientific research and economic development of the fisheries, are a matter of real interest to your members. I wish to extend to your membership my most cordial greetings and to extend to you the co-operation and facilities of this Department and the Bureau of Fisheries to make your visit to Washington as enjoyable and profitable as possible. I am requesting Commissioner Bell to give these matters his personal attention.

"I trust that your business sessions will prove of great value to your members and that they in turn will find time to acquaint themselves more fully with the services this Department is attempting to render industry."

"It's Your Meeting," Says Beach

Howard W. Beach, President of the O. G. & D. A., states: "The assumption that life and business can be made to conform to any fixed pattern is absurd. Industry cannot be converted into a treadmill affair, free from all hazard, competition, change, bankruptcy and suicide. The industry is in a chaotic condition. We are hopelessly outclassed by other food producers in distribution methods and consumer good will.

"Why? Failure to co-operate with each other. We must make a new start with a direct appeal to the housewife. We are nearer a workable, painless plan of co-operation today than ever before. The convention is the common meeting ground. It is YOUR meeting. Progress is in your hands."

Truitt Pledges Co-operation

Dr. R. V. Truitt, President, National Shellfisheries Association: "Our association pledges itself to full co-operation with the shellfish industry in its efforts to recover the once great and sound position it held in the economic system of America, a position to which, by the very nature of its product, it is entitled. To this end, it is urged that all persons interested in the scientific aspects of shellfish problems make plans to attend the convention in order that the best thought on the subject of the ills of the industry may be brought out. The men in the shellfish industry have financed scientific work, both pure and applied, for years past. They stand ready to lend their support still further in spite of the destructive slump in which they now find their industry. Let us join with them in the interest of both groups. To hear their story is to be stimulated."

Officers of Associations

Present officers of the two groups are as follows: National Shellfisheries Association: Dr. R. V. Truitt, President; Dr. Herbert F. Prytherch, Vice-President; Austin S. Phillips, Secretary; Howard W. Beach, Treasurer.

Oyster Growers & Dealers Association of North America, Inc.: Howard W. Beach, President; F. W. Darling, First Vice-President; H. Gordon Sweet, Second Vice-President; W. H. Robbins, Secretary; H. I. Brown, Treasurer; Lewis Radcliffe, Executive Secretary.

The Oyster Growers and Dealers Association and the National Shellfisheries Association have commissioned the ATLANTIC FISHERMAN to publish the Official Program for the convention. Copies will be available at the registration desk.

Oyster Convention Program

Hotel Washington, Washington, D. C.

Monday Morning, May 20, 10:00 A.M., E.S.T.

Hon. Frank T. Bell, Commissioner, U. S. Bureau of Fisheries, Presiding—Address and Welcome.

Response—Howard W. Beach, President, Oyster Growers & Dealers Assn.

Response—Dr. R. V. Truitt, President, National Shellfisheries Assn.

The Need for the Trade Association Today—Philip P. Gott, Manager, Trade Association Department, U. S. Chamber of Commerce.

Annual Report of the President—Howard W. Beach.

Annual Report of the Executive Secretary—Lewis Radcliffe.

Annual Report of Treasurer—H. I. Brown.

Caucus of the members by States to nominate Directors for the coming year.

Election of Directors.

Monday Afternoon, May 20, 2:00 P.M., E.S.T.

Oyster Growers & Dealers Association Program

Pres. Howard W. Beach, Presiding

Subject: Mobilizing the Industry in Its Own Defense

Why Hold a Convention—H. Gordon Sweet, New Haven, Conn.

The Decision Rests with the American Housewife—Miss Agnes I. Webster, Cookery Expert, U. S. Bureau of Fisheries. Science Can Help—Dr. H. D. Pease, Pease Laboratories, Inc., New York.

The Function of Publicity and Advertising—Warner S. Shelly, New York.

What the Distributors Can Do—Charles W. Triggs, Chicago. Where the Can Companies Fit into the Picture—William C. Stolk, New York.

What Members of the Industry Must Do—Rufus L. Miles, Norfolk.

Collection of Signatures to Subscription Forms.

Monday Evening, May 20, 8:00 P.M., E.S.T.

Oyster Growers & Dealers Association Program

Meeting of the Trade Promotion Committee.

Tuesday Morning, May 21, 10:00 A.M., E.S.T.

National Shellfisheries Association Program

Pres. R. V. Truitt, Presiding

Nutritive Value of Oysters and Other Seafoods—Hon. Royal S. Copeland, U. S. Senator from New York.

Eradicating Oyster Enemies—Hon. Frank T. Bell, Commissioner, U. S. Bureau of Fisheries.

Better Oysters for the Consumer—Dr. Paul B. Dunbar, Assistant Chief, Food & Drug Administration.

Driving the Drumfish from the Oyster Beds of New Jersey—Dr. T. C. Nelson, Rutgers University.

Live Oysters for the Consumer—Dr. H. F. Prytherch, Director, Fisheries Laboratory, Beaufort, N. C.

Food of the Oyster—Dr. P. S. Galtsoff, U. S. Bureau of Fisheries, Washington, D. C.

Report of Officers.

Election of Officers.

Tuesday Afternoon, May 21, 2:00 P.M.

Oyster Growers & Dealers Association Program

Pres. Howard W. Beach, Presiding

Trade Practice Conferences—George McCorkle, Federal Trade Commission, Washington, D. C.

How to Organize a Co-operative Marketing Association—Dr. H. M. Bain, Assistant, Cooperative Commissioner, Farm Credit Administration.



U. & U.

H. W. Beach, President, Oyster Growers & Dealers Association.



Harris & Ewing

Lewis Radcliffe, Executive Secretary, O. G. & D. A.



Harris & Ewing

Dr. R. V. Truitt, President, National Shellfisheries Ass'n.

The Association and the Industry—Lewis Radcliffe, Washington, D. C.

Production Credit Associations—J. Richards Nelson, Port Norris, N. J.

Production Credit Associations—William Heath, Secretary, Providence, R. I. Production Credit Assn.

Production Credit Associations—W. W. McCabe, Sec. Oystermen's Production Credit Assn., Salisbury, Md.

The Waterman and His Problems—E. T. Freeman, Secretary, Oystermen's Protective Assn. of Va.

Where Do We Go from Here—H. Gordon Sweet, New Haven, Conn.

Soliciting New Members for the O. G. & D. A.

Tuesday Evening, May 21, 7:30 P.M.

Annual Banquet

Toastmaster—Hon. Chas. L. Gifford, Member of Congress from Massachusetts and Oyster Planter.

Guests of Honor—His Excellency the Governor of Maryland, Harry W. Nice; Hon. Schuyler Otis Bland, Member of Congress from Virginia; Hon. Robert L. Bacon, Member of Congress from New York; Hon. James A. Shanley, Member of Congress from Connecticut.

Wednesday Morning, May 22, 10:00 A.M.

The Code Situation in Maryland—Arthur E. Hungerford, State Compliance Director, Maryland.

The Code Situation in Virginia—J. J. Corson III, State Compliance Director, Virginia.

The Code and the Pacific Divisions—Hon. E. N. Steele, Olympia, Wash.

Meeting of the New Board of Directors, O. G. & D. A.

Meeting Executive Committee Fresh Oyster Industry.

Adjournment.

Program for Ladies Attending Convention

Monday, May 20, 1935

10:00-12:00 Registration.

2:00- 4:30 Visit to U. S. Senate and House.

Tuesday, May 21, 1935

9:30-11:00 Bureau of Engraving & Printing.

11:30-12:30 Visit to the White House.

2:00- 3:00 Cookery Demonstration.

3:30- 4:30 Trip through aquarium.

Presenting Mr. Munson

AN expansion of our editorial service, which will be of interest and value to the entire industry, will result from the association of James E. Munson with the ATLANTIC FISHERMAN as its editor.

Mr. Munson's varied experience in the fishing industry has made him an outstanding authority on the topics relating to this field.

He was raised in the Northwest's fishing center, Seattle. Here he graduated from the College of Fisheries with a thorough understanding of the scientific side of the industry and a good working knowledge of its technical and business aspects. Mr. Munson spent two seasons in the Alaska service of the Bureau of Fisheries; then was assistant editor of the "Pacific Fisherman", the fishery trade journal of the Pacific Coast.

He left that position, after two years' service, to assume the managership of the United States Fisheries Association, the only National organization of wholesale producers and distributors of fish and shellfish, with offices in Washington, D. C. In this capacity he was successful in continuing the good work of his predecessors towards strengthening the Association, adding to its membership, engaging in legislative activities, promoting a combined convention and fisheries exhibition, and similar work.

Approximately two years later he became editor of the "Canadian Fisherman", fishery trade journal of Canada, where he remained for three years. Following this, he was for seven years editor of "Fishing Gazette".

Mr. Munson's duties have taken him into every major fish producing port, and scores of minor ones, in the United States, Canada and Newfoundland, where he has observed at first hand the industry, its problems, and its personnel. He is well acquainted with the people in the fisheries and with State and Federal officials whose interests lie in, or partly in, the industry.

The publisher of the ATLANTIC FISHERMAN, knowing Mr. Munson's exceptional qualifications, feels confident that his editorship will not only develop a broader editorial coverage, but also provide a greater service to the industry.

Massachusetts Fisheries Representatives Formulate Plan to Aid Industry

By Gardner Lamson

AS the result of conferences last month between representatives of the Massachusetts fishing industry and state officials connected with the department of marine fisheries, a program for assisting the fishing industry through various ERA projects was formulated.

According to tentative plans, domestic science workers and dietitians would be employed on these projects to be paid by Federal funds to stress the food value of marine fish food to Parent-Teacher Associations, Women's Clubs, etc.

Other ERA workers would check all state, county and municipal institutions for the purpose of devising plans for the using of greater quantities of fish in these institutions.

John Tonneson Elected President of M. F. A.

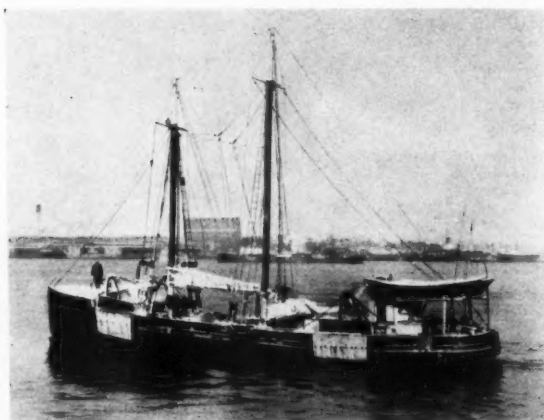
John Tonneson of the Warren Fitch Company was elected President of the Massachusetts Fisheries Association, and B. Devereux Barker of Bay State Fishing Co. was elected Vice-President at a meeting of the Association's Directors April 25. William E. Wennerberg was chosen Treasurer, and John A. Fulham, Secretary, at the Annual Meeting held previously. The complete Board of Directors includes, in addition to those mentioned, A. L. Parker, B. C. Collins, J. L. Alphen, William E. Westerbeke, Bartholomew Ahearn, B. F. Whalen, Wallace Lee, Walter S. Hallett, Thos. J. Carroll, John Graham and Ralph Osborne.

Bosch Fuel Injection Systems

Among the recent fuel injection conversions made by the Wharf Machine & Electric Co., Inc., were those on the auxiliary generating sets on the *Georgetown* and *Boston College*. These were complete conversions to the Bosch fuel injection system, including Bosch fuel pumps, fuel nozzles, and cams.



The "Antonio", Capt. Jack Barbara of Gloucester. She is 76.6 x 16.3 x 8.4, is powered with a Cooper-Bessemer Diesel and equipped with Edison batteries.



The trawler "Vandal", owned by Capt. Wm. Westerbeke of Boston, equipped with a 180 hp Fairbanks-Morse Diesel, Willard batteries and Marine Electrolysis Eliminators.

Fish Pier Landings for April

<i>Adventure</i>	291,000	<i>Joffre</i>	399,000
<i>Aeolus</i>	71,000	<i>Killarney</i>	174,000
<i>Alpar</i>	45,700	<i>Kingfisher</i>	708,000
<i>Alvan T. Fuller</i>	141,000	<i>Lark</i>	239,500
<i>American</i>	40,000	<i>Laura Goulart</i>	190,000
<i>Amherst</i>	475,000	<i>Loon</i>	215,000
<i>Andover</i>	208,000	<i>Maine</i>	535,000
<i>Andrew & Rosalie</i>	153,000	<i>Maris Stella</i>	426,000
<i>Atlantic</i>	417,000	<i>Marjorie Parker</i>	107,700
<i>Billow</i>	307,000	<i>Mary de Costa</i>	110,000
<i>Boston</i>	233,000	<i>Mary E. O'Hara</i>	81,000
<i>Brant</i>	314,000	<i>Mary P. Goulart</i>	57,700
<i>Breeze</i>	568,000	<i>Natalie Hammond</i>	140,000
<i>Brookline</i>	351,000	<i>Newcastle</i>	40,500
<i>Cambridge</i>	337,000	<i>Newton</i>	530,000
<i>Cape Ann</i>	75,000	<i>Ocean</i>	377,000
<i>Comber</i>	364,000	<i>Olympia</i>	73,000
<i>Coot</i>	166,000	<i>Oretha F. Spinney</i>	33,000
<i>Corinthian</i>	96,000	<i>Patrick J. O'Hara</i>	297,000
<i>Cormorant</i>	547,000	<i>Penguin</i>	181,000
<i>Cornell</i>	470,000	<i>Plover</i>	433,000
<i>Curlew</i>	174,000	<i>Plymouth</i>	406,000
<i>Dartmouth</i>	501,000	<i>Pollyanna</i>	174,000
<i>Dawn</i>	78,000	<i>Princeton</i>	464,000
<i>Donald</i>	341,000	<i>Quincy</i>	544,600
<i>Dorchester</i>	384,000	<i>Rainbow</i>	160,000
<i>Ebb</i>	434,000	<i>Raymonde</i>	39,000
<i>Edith L. Boudreau</i>	226,000	<i>Rhodora</i>	76,000
<i>Elk</i>	71,000	<i>Ripple</i>	643,000
<i>Elva & Estelle</i>	45,400	<i>Ruth Lucille</i>	138,000
<i>Exeter</i>	219,000	<i>Santina D.</i>	78,000
<i>Fabia</i>	659,800	<i>Saturn</i>	499,000
<i>Famiglia</i>	43,600	<i>Sea</i>	408,000
<i>Flow</i>	720,000	<i>Shamrock</i>	196,000
<i>Foam</i>	330,000	<i>Shawmut</i>	433,000
<i>Fordham</i>	173,000	<i>Spray</i>	753,000
<i>Frances C. Denehy</i>	131,000	<i>Teazer</i>	144,000
<i>Gale</i>	403,000	<i>Teal</i>	180,000
<i>Gemma</i>	429,000	<i>Tern</i>	161,000
<i>Gertrude de Costa</i>	157,000	<i>Thomas Whalen</i>	381,000
<i>Gertrude L. Thebaud</i>	196,000	<i>Tide</i>	642,000
<i>Gertrude M. Fanci</i>	376,000	<i>Trimount</i>	519,500
<i>Gertrude Parker</i>	35,000	<i>Vagabond</i>	148,000
<i>Gossoon</i>	245,000	<i>Vandal</i>	109,500
<i>Harvard</i>	277,000	<i>Venture II</i>	224,000
<i>Hekla</i>	271,000	<i>Wave</i>	348,000
<i>Helen M.</i>	111,000	<i>Whitecap</i>	376,000
<i>Holy Cross</i>	174,000	<i>Widgeon</i>	233,000
<i>Illinois</i>	721,000	<i>Wild Goose</i>	635,000
<i>Imperator</i>	33,000	<i>William J. O'Brien</i>	414,000
<i>Ingomar</i>	288,000	<i>William L. Putnam</i>	83,100
<i>Isabelle Parker</i>	197,000	<i>Winthrop</i>	552,000
<i>J. M. Marshall</i>	148,000		



The "Virginia and Mary", owned by Capt. Sam Frontiero, Gloucester, and using a 60 hp Fairbanks-Morse engine, Exide batteries, Hyde propeller, Plymouth rope, Shipmate range, and Linen Thread gear.

Bolton-Smart at 41 Fish Pier

A new concern, the Bolton-Smart Co., Inc., has recently established quarters at 41 Fish Pier, Boston. The firm caters especially to the hotel, restaurant and steamship trade and is the first company on the Pier to be devoted exclusively to this line. William A. Doe, President of the new firm, and Charles Burke, Manager, were formerly with the Batchelder-Snyder and Wm. A. Doe companies.

Rapp-Huckins Introduces Boat Line

Rapp-Huckins Co., Inc., 138 Beverly St., Boston, have leased additional space next to their present show room and are now displaying a very complete line of small boats, among which are several types of fisherman dories and fishing boats. They represent the following companies: Cape Cod Shipbuilding Corp., Toppan Boat Mfg. Co., Old Town Canoe Co., and Baltzer Boat Co.

Aetna Diesel Engine Works

A new concern, the Aetna Diesel Engine Works, under the management of L. H. Anderson, formerly of the Hub Machine Works, has started business in East Boston, equipped to do all types of Diesel work. Through cooperation with Tringale's Boat Yard, where it is located, the Aetna Diesel Engine Works has access to three marine railways and a derrick. The new company is a distributor of Cooktite piston rings and Luber-Tone mineral oil.

The Aetna Diesel Engine Works recently transferred a 60 hp Fairbanks-Morse engine from the *Lawrence Scola* of Boston to the schooner *Hope Leslie*, owned by Capt. John Sinagra of Gloucester. Capt. Scola bought the 100 hp Wolverine engine which was formerly in the *Margaret D.* of Gloucester.

American Fish Co. Opens Filleting Plant

The American Fish Co., with quarters on the Fish Pier and Atlantic Avenue, has just opened a new filleting plant over its store at 19 Fish Pier. The new plant is very compactly arranged and several modern devices facilitate the handling of the fish. About 20 people are at present employed in the filleting and packing operations, in which Kalamazoo parchment paper is used.

Capt. Hakonarson to Have New Atlas

The Boston fishing vessel *Maris Stella*, Capt. Grimur Hakonarson, is to have a new Atlas Imperial Diesel engine. The boat will go on dry dock at the Atlantic Works about July 1 for the installation, which will be a 375 hp engine, replacing the 275 hp Atlas now in the boat.

Gloucester

Halibut Schooners Return.

First Mackerel Bring Good Price

By Gardner Lamson

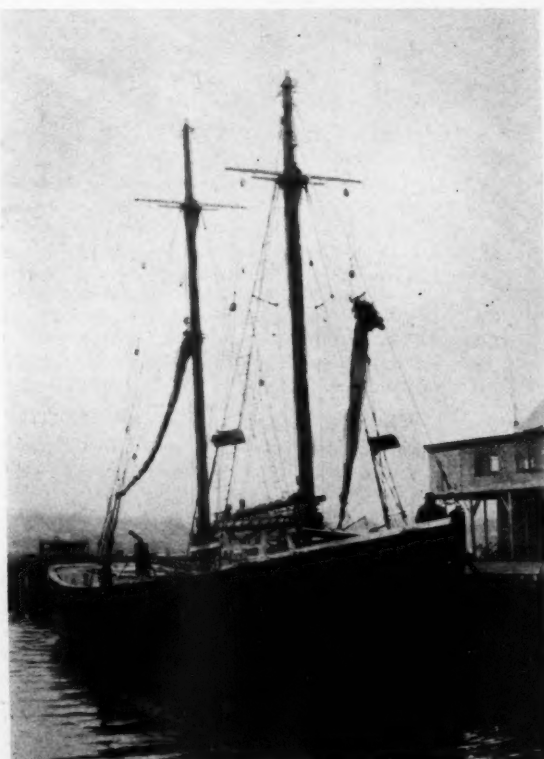
THE schooner *Clara and Hester*, on her maiden trip, arrived in Portland, Maine on April 21 with 8,000 pounds of fresh halibut, from a trip that took eight weeks and six days from port to market. The trip will probably go down as one of the longest maiden trips for a fresh fisherman and was caused by the severe weather on Grand Bank where the craft fished.

The halibut schooner *Raymonde*, Capt. Archie MacLeod, arrived at the Fish Pier on April 13 after being out nearly ten weeks. Capt. MacLeod is pleased with the *Raymonde* and praised her highly for the way in which she took the toughest weather he had ever encountered on Grand Bank.

Capt. Simon P. Theriault and crew in the schooner *American*, halibuting, arrived at the Fish Pier on Apr. 12 with their second fare of the season which included 28,000 lbs. of fresh halibut. The *American* left port on March 20 for Quero Bank where she was hove down as a result of which considerable damage was done to her decks and some of her dories. They were also caught in the ice field and had difficulty getting out of it.

Makes First Mackerel Catch

The first fresh mackerel catch of the season of 1935 was made by the seiner *Seraphina N.*, Capt. Sam Nicastro, on April 5, 60 miles Southeast from Cape May, N. J. The seiner arrived at Cape May with the fine trip of 32,000 pounds, weighing from one to two pounds each. Over half the trip was shipped to the Boston Fish Pier. At the opening of the market the fish brought 18c per pound.



The "Clara and Hester", owned by Capt. Lemuel Spinney, of Gloucester, which is now out halibuting. The boat was completely outfitted with fishing gear by Sherman B. Ruth, and uses Wall rope and Pfeiffer books.

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The "Greyhound", fishing launch recently built at Vineyard Haven, Mass., by Joseph Authier and his sons, and pronounced to be a fine example of amateur boat building.

"Thomas S. Gorton" Off to Newfoundland

The *Thomas S. Gorton*, last sailing vessel of the Gloucester fleet, recently bought by A. E. Earle of Newfoundland, after fitting out in Gloucester, sailed to Boston where she loaded a cargo of 450 barrels of fuel, range, and lubricating oil from the Fauci Oil Co., Essomarine distributors, for Newfoundland. The vessel is in command of Capt. Lawrence Colford, and is expected to fish for cod and salmon off Labrador this Summer.

"Wm. J. Clark" Gets New Range

An installation of Marine Household ranges was made recently in the *Wm. J. Clark*, Capt. Ira Morton of Portland, and sold by Sherman B. Ruth, ship-chandler of Gloucester. Mr. Ruth has equipped a long list of fishing boats with Marine Household ranges in the past, among which are the *Agda* on which Henry Barrett is cook, *C. A. Meister*, *Canopus*, *Madam X*, *Antonio*, Capt. Jack Barba, as well as boats operated by Captains Guy Wonson, K. Tysver, Loren Tysver, John MacInnis, Eugene Lafond, Jr., and John D. Gillis.

New Filleting Plant Opens

The Cape Ann Cold Storage Company at the Fort has opened a new filleting plant. John Del Torchio is Manager.

Capt. "Marty" Welch

Capt. Martin L. Welch, retired master mariner, famous as a racing skipper and fisherman, died on April 16 at his home. Capt. "Marty" as he was known to all, made fishing history in the schooner *Lucania*, *Thelma* and other mackerel seiners and dory fishing, and was considered among the best of all mariners that ever sailed out of Gloucester. He was also the first and only Gloucester skipper to take the International racing trophy away from Nova Scotia in the International fishing races. In 1920 he sailed the *Esperanto* to Nova Scotia and bested the *Delawanna* at Halifax.

Gloucester Mackerelers at Boston

The first mackerel trips to come direct to the Fish Pier were landed on May 1 by the seiners *Carlo and Vence*, 38,000 pounds; *Jackie B.*, 24,000 and *Josephine and Mary*, 24,000.

The fish started to sell at 7 cents per pound which is a very good price, although it is not known how long the rate held. Last year the first mackerel came in a week earlier.

Sets New Record for Speed

The Boston trawler *Quincy*, one of the O'Brien fleet, chalked up a remarkably quick trip last month when she returned from Brown's Bank, having been out only five days. Only 125 hours elapsed from the time she left the dock, journeyed nearly 300 miles to the fishing grounds, secured 175,000 pounds of fish and came back to port again. This is less than half the time usually occupied in such a trip.

The *Quincy* is powered with a 350 hp Nelsco engine and is equipped with Bethlehem winch, Kinney clutch, Exide battery, Diehl generator, Worthington air compressor and Shipmate range.

Vineyard Market Activities Show Disadvantages of Southern Fishing

By J. C. Allen

THE wind-up of April in these latitudes finds the Wheelhouse Loafer with a set of records that constitute a repetition of one we had a spell ago, in that they reveal the past month as a period of uncommon phenomena.

And if anyone doubts it, we have had a solid week of Nothe-east gales without a let-up, we have had a run of temperature that didn't vary seven degrees in eighteen days, a thing that no one ever saw before around here. We have had red-hot weather and snow, and we have seen a Jewish holiday start accompanied by a rising market.

Hook-Fishing Slack

Taking her full and by, April has been a darned unsatisfactory month in many particulars, but the boys have made a good dollar in deep water and shoal. There has been precious little hook-fishing, which in itself is phenomenal, for when Ed Dalen and Dan Larsen can't find cod to bite on a ground-trawl, there is something putrid a darned sight nearer home than Peru. But that's what happened, just the same.

Sets First Lobster Pots

Bill Bosworth, sailing out of Woods Hole, set the first lobster-pots that week on a venture, but the water must have been pretty doggoned chilly, for it had only warmed up to thirty-eight on the twentieth. Old-timers predicted that if a man wanted to catch any crustaceans in such weather, he should bait his pots with mufflers and woolen mittens, and Bill was converted to the idea within a week's time.

Blackback Flounders Arrive

Getting back to the draggers, the blackback flounders began to strike on in earnest about the first of the month and continued to increase everywhere until a man could scoop up a bag-full in the sheep pastures if he could only tow the cussed thing.

Southern Fishing has Disadvantages

It is a matter to be regretted that fishermen have been forced to go South in Winter and drag for scup, bass and flukes. The activities of the market during the past three or four months have continued to demonstrate the harm that this fishing is doing. Three and four cents a pound for scup. Six dollars a barrel for fish that always used to bring eighteen to twenty-five when the first run hit Newport and the Vineyard! The draggers don't make any money fishing like this, and the trap-fisherman who waits for the Spring run ships his fish into a ruined market. That goes for the seabass to a lesser extent, and the flukes just trim the edge off the market for our blackbacks.

During April, heavy sea and a slim run of fish down South helped our local market considerably. "One man's meat is another's poison," says the old Vineyard proverb, and so it is. No one can blame those lads who go South, there are a thousand reasons why it probably seems the only thing to do, but there would be much more prosperity here and abouts if it wasn't done.

"Water Nymph" Joins Dragger Fleet

Capt'n Edwin Athearn of Vineyard Haven is the youngest skipper in the local fleet to date. Just twenty-one, Ed brought his new boat, the *Water Nymph* from Stonington, Maine, the week of the first. The *Water Nymph* is 41 ft. overall, with a 12 ft. 6 in. beam and a draft of 5 ft. 6 in. She is powered with a 40 hp Cummins Diesel with reduction gear and is some lump of a craft.

Florida Menhaden Plants Operating. Big Run of Spanish Mackerel

By H. L. Peace

THREE menhaden plants employing more than 100 men and a fleet of nine trawlers have begun operations at Fernandina. Catches have been exceptionally good for this time of year.

The Quinn Menhaden Fisheries has just completed the installation of two boilers and has launched a new 96 ft. trawler—the first boat of its kind ever to be launched at a Florida plant. The vessel has an 18½ ft. beam and will be powered with a 140 hp Fairbanks-Morse engine. She will have a capacity of 500,000 fish.

The plant of the Nassau Fertilizer and Oil Company, is in readiness for the coming season, and now has a fleet of three trawlers fishing off the Florida coast.

Preparations are under way at the J. Howard Smith plant for a big season. A new scrap room is under construction and will be completed shortly. This building is being constructed of brick and will measure 200 ft. x 70 ft.

The shrimp industry has livened up somewhat this month from a slump of the past three months, and things are again on the upgrade. At Fernandina a fleet of more than 75 trawlers has gathered and is returning daily with catches averaging from 300 to 600 pounds taken off Fernandina and Mayport. The size of the shrimp has been exceptionally large for this early in the summer season, running about 24 to 26 shrimp to the pound.

Dealers now operating at Fernandina are: S. Versaggi Sons, Charles Bassetta, Fishler Prawn Company, the Florida Shrimp Company, Felix Salvador, A. Poli, and Harry Salmon.

Dealers Leave St. Augustine

As soon as the first word came that shrimp were being taken off Fernandina, Georgetown, Charleston and Southport, S. C., dealers from St. Augustine began rushing for these points. Many of them went to Fernandina while others went to other points along the east coast.

The Ramos fleet and the Galino fleets left for Charleston, while John R. Hardee sent some of his fleet to Georgetown and some to Southport. Boats of the Mendez and the Atlantic Shrimp Company fleets are now fishing out of Brunswick, Ga. The Santos fleet is at Charleston.

Heavy Run of Spanish Mackerel at Panama City

What is estimated to be the largest run of Spanish mackerel since 1931 is now in evidence. Fishing smacks returning from the deep sea trips report extra large catches.

T. J. Bodiford shipped the first carload of Spanish mackerel that had left Panama City for a long time on April 6. The car contained 12,000 pounds and went to Northern markets. Another shipment was made on the 8th when the Russell Fish Co. and the Raffield Bros. Fish Co. shipped a car jointly to the Eastern market.

Over in Millville, the Holmes Co. operating a large fish house, received during one week 63,028 pounds of fish, mostly Spanish mackerel. The Raffield Bros. Fish Co. of Panama City received within a period of ten days 115,000 pounds of fish, principally Spanish mackerel. The Russell Fish Co., also a Panama City firm, located on the Tarpon dock, report that within a period of ten days they received between 50,000 and 75,000 pounds of Spanish mackerel.

Mississippi Shrimp Season Open

The shrimp season in Mississippi opened April 15 and will close June 9. The oyster reefs closed on the 15th for tonging and dredging. A recent inspection of the reefs by the commission showed the oysters were somewhat scattered, but the outlook for the next year is very good.



The 24 ft. sea skiff owned by George Gunderson of Salerno, Florida, powered with a 6-93 Gray motor. In a recent race Gunderson's boat covered the three laps over the 3½ mile course in the amazing time of 18 minutes and 47 seconds.

L. I. Association Elects Five New Directors

By C. A. Horton

THE regular meeting of the Long Island Fishermen's Protective Association was held in West Sayville on April 13 at which there was a large representative attendance. One of the important matters discussed was the proposal to change the by-laws to increase the number of directors from four to ten. After some discussion it was decided that the by-laws were inadequate to meet present requirements, and it was voted to revise them completely. It was decided, however, to elect five more directors.

The new directors elected are: Frank T. Tuthill, East Marion; Oliver Case, Cutchogue; Edwin S. Furman, Patchogue; Perry Duryea, Montauk; and Forrest Smith, Baldwin. The other directors are: John Griek and Peter De Roo, West Sayville; Robert Doxsee, Freeport; and Lyle F. Tuthill, Orient.

John H. Matthews, Executive Secretary of the Middle Atlantic Fisheries Association, explained the why and wherefore of the recently passed lobster bill of which he was the author. After much discussion a motion was unanimously passed that those present recommended no alteration of the law, and that the change as recently amended be held in abeyance.

Report Good Fishing

The Montauk fishermen report the season's fishing coming along in good shape. Flounders have been caught in good numbers and weakfish are biting better from week to week. Along the South shore they are reported biting good off Freeport, Lindenhurst, Babylon, Bay Shore and Center Moriches.

Peconic Bay Flounders

Peconic Bay flounder fishing was very successful during April. Flounders weighing up to five pounds were landed. Frank Johnson, who has a fishing station at New Suffolk, reported as high as fifteen party boats and thirty row boats per day bringing in good catches and receiving fair prices.

Pollock Due Soon

Fishermen are eagerly awaiting the first pollock which reach Long Island waters about the middle of May. The fish, ranging from ten to forty pounds, are caught by trawling, and are the first big fish of the season to reach Long Island waters.

Grimshaw Oyster Co. Buys Oysters

The oysters in Great Pond, Montauk, were purchased recently by the Grimshaw Oyster Company. Negotiations are now under way for the leasing of a portion of the pond bottom for a three-year period. If the negotiations succeed, the pond bottom will be used as a breeding ground for oysters.



Boat owned by Henry L. Dyer of Great Chebeague, Me., powered with a 50 hp Red Wing which turns a Hyde propeller.



The "Achilles", Capt. Walter Davis of Monhegan, Me., with a 50 hp, 2-cylinder, 4-cycle Wolverine oil engine.

Maine Plant of Bay State Fishing Co. Ready for Operation

By Alfred Elden

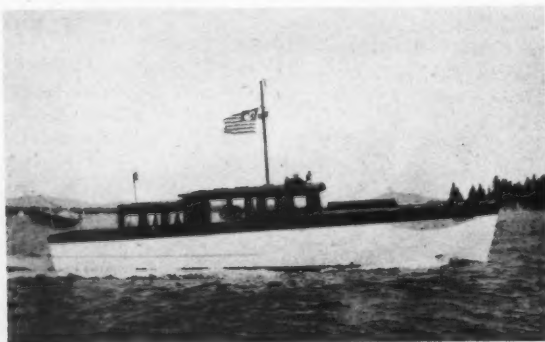
THE Bay State Fishing Company's plant at Vinalhaven is now ready for operation. The policy of the company will be to handle all fish available up to at least 6,000,000 pounds for the season so the fishermen may have a ready cash market for their catches regardless of their size. Surface fish such as mackerel will probably be limited to 3,000 to 5,000 barrels and herring will be used in limited quantities only. This plant has facilities for freezing and salting as well as for handling fish fresh.

Feyler to Establish Refrigerating Plant

Feyler's, Inc., which operates an extensive fish, lobster and scallop plant on Tillson's Wharf, Rockland, has bought a building opposite its establishment and will establish a supplementary refrigerating plant. The building is a two-story affair 45 x 95 feet. It will employ from 50 to 100 men all Summer. The contract for remodeling was awarded to Frick & Co., who already have the work well under way.

First Summer Scallops Arrive

Smack *Madeline* and *Flora*, Capt. Charles Carver, brought in from Georges for Feyler's, Inc., 900 gallons of scallops on April 27, and the next day the *Pauline Boland* came in with 1,300 gallons, the first arrivals of the Summer season. Feyler also reports receipt of two good sized sturgeon caught in Whitehead Channel, the first ever known by Feyler to be landed at Rockland.



Motor launch "Tarratine II", owned by the Tarratine Yacht Club, Dark Harbor, Me., in which a 25 hp Kermath Sea Mate has been installed for emergency purposes. Knox Marine Exchange, Camden, supplied this motor as well as the 110 hp Kermath used for main motive power.

Burnham & Morrill Pack Largest in Plant's History

A steady stream of otter trawlers landed immense trips of cod and haddock at the Burnham & Morrill plant all through April. The fares ran from 250,000 to 300,000 pounds of fish and the total pack of the B. & M. fish products this season will be the largest in the history of the concern.

Fitting Out for Scallop

The little fishing schooner *Alice M. Doughty* which last year installed deep sea scallop dragging machinery and made several trips to Georges Bank, has finished trawling for the season and is again fitting out for the scallops. Captain Henry Gallant hoped to get away by May 1.

The Portland Fleet

A rough estimate of the Portland fishing fleet's size places the number at 48 large vessels, a large vessel being anything with a length of 50 feet or more. Of this number only 16 are trawling schooners of the long-famed Gloucester type. Of the remaining 32 Portland vessels the majority are gill-netters.

Lobster Pounds Cleaned and Restocked

Lobster pounds have nearly all had their Spring cleaning. There are about 30 of these pounds on the Maine coast and they will be filled for the Summer season some time in May. Twice a year the pounds are thoroughly cleaned out and twice a year freshly stocked with crustaceans. It is estimated that the pounds of the state will store something like 2,000,000.

Fred F. Boyce Machine Co.

Fred F. Boyce Machine Co. of Portland, distributors of Fairbanks-Morse engines recently sold a Model 36 80 hp Fairbanks-Morse engine for the new fishing boat being built by Rice Brothers Corp. of East Boothbay, for Jensen, Paulson & Johnson of Portland. The boat measures 50 x 12 x 5 and is equipped with a Hyde propeller and Shipmate range.

Recent Palmer Sales

H. P. Simpson, Palmer engine dealer of Portland reports the sale of several Palmer engines. A C.R.4 for Harold Sawyer, Little Johns Isle, Maine; a C.R.4 for Sebasco Lodge to be used for party work; a Little Husky for Ogunquit; two Ford V-8 conversions; a Little Husky for South Harpswell, and a Half Husky for Orrs Island.

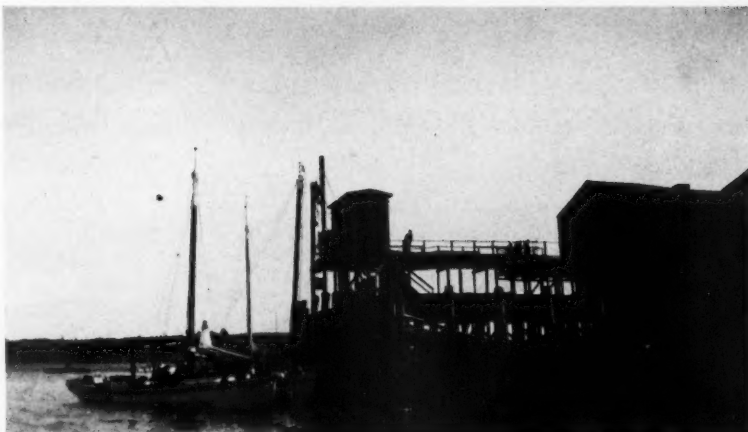
Ramsdell Buys F-M Engines

Two recent sales of Fairbanks-Morse engines were to the Ramsdell Packing Co. of Rockland, Me. A 4-cylinder, 80 hp, 5½ x 7½ engine, fitted with a 3 to 1 reduction gear, was installed on the *Barbara E.*, and a 3-cylinder, 30 hp, 4¼ x 6 engine went into the *Watawah*.

Salt Cargo Due at W. H. Shurtleff Co.

The Norwegian steamer *Polarland*, which left Cabo De Gata, Spain, on April 20th with a cargo of 2,000 tons of fishery salt for the W. H. Shurtleff Co., Union Wharf, Portland, Me., was expected to arrive about May 10. The Shurtleff Company handles large quantities of domestic and imported salt, and is Maine distributor for the International Salt Co. and Worcester Salt Co.

Hoisting out fish at the sardine cannery of the Seaboard Packing Co., Lubec, Me., largest packers of sardines in the State. The Lubec plant was opened for business April 15, the legal opening date.



Dirigo Fish Co. a Complete Unit

One of the most complete wholesale fish establishments in Maine is that of the Dirigo Fish Co. at Portland, which in addition to handling large quantities of fresh fish, has ample facilities for smoking, salting, and freezing. The Company deals in all kinds of fish found in this locality and its supply is brought in by several boats including one of its own, the *Dirigo First*, formerly the *Aberrance*, skippered by Capt. Ira Hamilton.

The plant contains a large modern freezer in which a temperature of around zero is maintained by the use of two York Ammonia compressors. The concern manufactures its own ice for use in packing fresh fish and employs a Creasey ice breaker.

Adjoining the freezer is an up-to-date filleting room. Production of fish sticks forms a large part of the company's business; fresh and frozen fillets are also prepared. Kalamazoo Parchment paper and National Can Co. cans are used. There is also a completely equipped whole fish department. William O. Verrill is manager of the Company, which employs 14 people and operates two trucks.

Installs Red Wing Engine

A new 32-40 hp, 4 cylinder, Red Wing "Thorobred" engine has just been installed by Smith & Langmaid of Portland in a 35 ft. fishing boat owned by Capt. William Ricker of Chebeague, Maine.



Mackerel, swordfish and bait in one of the cold storage rooms of the Dirigo Fish Company, Portland, Me.

Sardine Plants Start Packing on First Day of Season

By C. A. Dixon

FOR the first time in several years the Maine sardine industry started packing fish on the first legal day of the season, April 15. Eastport and Lubec sardine canning plants, which received fish on that day, continued to get fair supplies of oil size herring during the month from various points in Charlotte County. Boatmen representing the Seaboard Packing Co., R. J. Peacock Canning Co., North Lubec Mfg. & Canning Co., Booth Fisheries, Ltd., and the E. A. Holmes Packing Co., are busily engaged in freighting fish from across the international boundary line. Capt. George I. Stuart of the *Hazel Leab* was among the first to procure fish for the Seaboard Packing Co., and Capt. Luther Matthews of the *Medric* for the R. J. Peacock Canning Co. Lubec misses the valuable packing industry of the Ramsdell Packing Co., which was removed to Rockland last Fall. Things are humming at the plant of the American Can Co. in Lubec, however, and due to the closing of the big Eastport can manufacturing concern of the same company, work in the Lubec plant will undoubtedly be taxed to its limit this year provided the herring supply is sufficient to warrant capacity operation of the many canning plants located along the coast.

In Eastport the E. A. Holmes Packing Co. plant was preparing to open but it is not believed the Clark plant will operate until June. Blanchard's, which is under lease to the Maine Coast Fisheries, may go into action about the same time.

The most active factor in the sardine industry this season will probably be the Seaboard Packing Company whose President, Chester L. Pike, is one of the most energetic and experienced veterans of the fish packing business on the Maine coast. There will be stiff opposition, however, from the Peacock group composed of younger men. Both outfits have ample finances and command ready markets.

Small Carryover from 1934

The carryover of last year's pack is very small, the market having absorbed more goods during the Winter than was expected last Fall in spite of several advances in price. Weirmen are exerting every effort to get their weirs ready in season for the Spring schools. On May 1 fish were in St. Andrews Bay. Connors Bros. at Black's Harbor, and F. W. Farris, at Deer Island, have both taken fish and paid the fishermen \$10 a hoghead.

Virginia

Seeks Federal Grant of Million For Repletion of Oyster Bottoms

By Sandusky Curtis

A PROPOSAL that Virginia seek to obtain a Federal grant of \$1,000,000 for replenishment of public oyster rocks and investigation of pollution was endorsed by the Virginia Commission of Fisheries at a meeting in Newport News on April 22.

Senator George W. Layman of New Castle presented the proposal to the Commission, stating that after careful study of the public works programs he was convinced that such a project in Virginia would be of lasting benefit to the people of the State and would spread employment immediately.

Senator Layman and Richard Armstrong, Chairman of the Commission, went to Richmond on the 24th to confer with Col. James A. Anderson, State PWA engineer, regarding the procedure of the commission in obtaining the grant. Commission members were agreed that application should be made immediately for the grant from the fund under the new Federal Public Works program.

Sponge Crab Season Shortened Two Weeks

The open season for taking sponge crabs was shortened two weeks, so as to end June 15, by the Commission of Fisheries, meeting in Newport News last month. The Commission also voted to close the Poquoson river to dredging for crabs at any time.

Chesapeake Activities

From the fisherman's standpoint the temperature is rising and the prices are falling so far as Chesapeake Bay area seafood is concerned this Spring.

With many of the Eastern trawlers, who have worked out of Hampton Roads ports during the Winter, having done anchors a-weigh, the bulk of the fish are being caught in nets along the Bay and on the fringe of the Atlantic Ocean at Lynnhaven.

Fish have become as plentiful as they were scarce a few weeks ago. And unfortunately for some who were feeling the good effects of increased commodity value the prices have come down without the aid of a parachute to disturbing levels.

Shad and Croakers

One fairly bright spot in the situation is the fact that shad are yielding reasonably good prices and are running in fairly large quantities. There are plenty of large croakers in the cargoes being landed at Norfolk, Portsmouth, Newport News, Hampton and Phoebus docks and from the Eastern Shore of Virginia comes some encouraging news as to the quantity and size of the trout being landed there.

Lynnhaven Inlet

Lynnhaven Inlet, opposite Buckroe on the Southern side of the Bay, has leaped into fishing prominence with some mighty fine fish being caught there. In addition to the hand and line hauls the seines are doing good work there.

Bay Boats Landing Large Fares

Bay boats are coming in with large quantities of fish. Isaac Fass Company of Portsmouth reports that their trawler by that name is making regular trips to the fishing grounds off the Capes. The *Isaac Fass* is Fairbanks-Morse powered and has been filling in since the trawlers have left.

Scarcity of Shad General Along Atlantic Coast

The scarcity of shad, which Richard Armstrong, chairman of the Virginia Commission of Fisheries, says is general along the Atlantic coast, is beginning to worry fishermen in Virginia as well as thousands of persons interested either directly or indirectly in the fortunes of the fishermen.

Fishermen last month said they could think of no reason why shad should not be coming up the bay then if they were coming at all, as weather conditions have been good.

Maryland

Anticipates Good Crab Season. Seed Oysters to be Transplanted

By Edward Bowdoin

THE crab season opened in the Maryland waters of the Chesapeake Bay on May 1st. Crabs are expected to be more plentiful this season than last. There has been no ice this Winter, and the watermen report that they saw plenty of small crabs in the dredges this Winter. Hard crabs have brought high prices but are expected to be more plentiful when the weather gets warmer. The grass which disappeared two years ago has again begun to appear on the bottom of Tangier and Pocomoke Sounds, a factor that should help materially.

Ocean City to Have Shipyard

Ocean City will soon be in a position to build and repair commercial and pleasure crafts as a result of a move by Dan Trimper. Mr. Trimper will build a shipyard North of the highway bridge, on the West Bay Shore, to carry on this industry.

Crisfield to Advertise Seafood Industry

The Crisfield Chamber of Commerce is preparing to put on an elaborate advertising campaign for the seafood industry of this city, larger than has ever been attempted before. Dr. C. E. Collins is President and the advertising committee is composed of Ray Matthews, A. Wellington Tawes, Joseph McGrath, and Prentiss Evans.

Oyster Planting Activities

Annual oyster planting activities of the State Conservation Department will soon begin in the Chesapeake Bay. The Department plants approximately half a million bushels of shells every year for propagation purposes. The planting will be done by licensed dredgers instead of the vessels of the Conservation fleet.

Preparations also are being made for transplanting a large number of seed oysters from the head of the bay, where they are now endangered by silt deposits and fresh water, to more suitable bottoms farther down the bay.

New Channel Will Benefit Fishermen

The well being of approximately 5,000 people in the Hoopers Island section of the Eastern Shore, engaged in the sea-food industry, will be greatly enhanced by the dredging of an adequate channel through the Honga River-Tar Bay (Barren Island gaps), according to Representative Goldsborough, who announced last month that the Board of Engineers for Rivers and Harbors had approved the recommendation of Col. E. J. Dent, district army engineer of Baltimore, calling for the improvement.

Not only will the people of that section be provided with a safe channel East of Hoopers Island, cutting off a considerable distance, and making it unnecessary for small vessels to go out through the bay, but the work will greatly facilitate the shipment of sea food to Baltimore by using this route.

Hatteras, N. C., Develops New Fishing Industry

A NEW deep sea fishing industry has recently been established off the Diamond Shoals near Hatteras, and leading shippers of fish are now negotiating for a fleet of motor trucks to operate out of Englehard.

More than a hundred thousand dollars during the past two months are estimated to have been paid to less than 100 fishermen who have developed a great deep sea blue fishing industry. The development of a large ice and storage plant at Englehard which is now almost constructed, makes it possible for the Hatteras people to look forward to their greatest marketing facilities.

More POWER than a BATTLESHIP
and more need for **Essomarine**

A STURDY trawler heads out for the Banks. A long, hard pull ahead. In her engine throbs more power per ton than in any battleship afloat. Proper lubrication is of utmost importance. And when Essomarine is on the job . . . you're sure of safe and continuous operation!

There's not a "landlubber" in the whole Essomarine line of lubricants. They're made for rough use at sea . . . to safeguard the vitals of hard-slugging marine power plants. That's why they provide such complete protection for the high rubbing speeds and intense heat in the power cylinders of Diesel engines. Their tough, oily film smoothly cushions extreme bearing pressures . . . fights moisture and friction in the air compressor cylinders. They're carefully designed to provide adequate and certain piston seal . . . to conserve power and save fuel.

Skippers who have tried Essomarine will now accept no other lubricants. They'll tell you about the higher operating efficiency of Essomarine-lubricated

engines . . . the freedom from breakdowns at sea . . . as well as the reduction of non-revenue time in port and lowering of overall expense.

Leave your lubrication problems to Essomarine . . . and they're solved! Rely on the long life and built-in dependability of lubricants made by the world-leader in specialized lubrication. You can take aboard no finer guarantee of quality and performance.

Set out from the Essomarine sign . . . and you're squared away for a profitable trip!

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MADE EXPRESSLY FOR MARINE SERVICE
Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.
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Essomarine Lubricants are distributed by the following major oil companies:
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New Brunswick

Supervisor Stresses Importance of Fisheries of Charlotte County

By C. A. Dixon

IMPORTANCE of the fisheries of Charlotte County was recently brought out quite vividly when Fisheries Supervisor John F. Calder of the Southern New Brunswick District No. 1, speaking before the Kiwanis Club at St. Stephen, told his listeners that 90 percent of the total value of the catch for an average year in the district was produced in Charlotte County. The district comprises the Counties of Charlotte, Saint John, Albert, and the Bay of Fundy watershed of Westmoreland County. Last year the value of the catch was \$1,924,952, an increase of \$600,000.

Weir Fishermen Doing Fairly Well

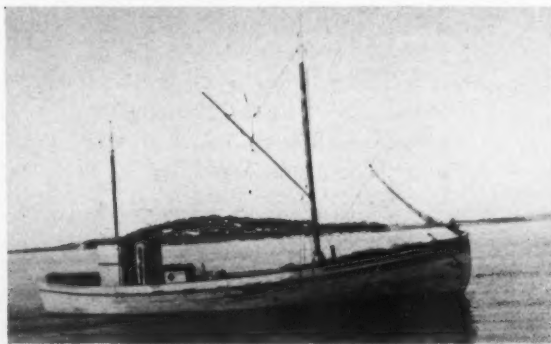
Weir fishermen of Mace's Bay, Deadman's Harbor, Beaver Harbor, L'Etang and other places on the mainland coast of Charlotte County, did fairly well catching sardine herring during April. These were first sold to Connors Bros., Ltd., of Blacks Harbor, and since April 15th to canneries in Lubec and Eastport, Me., also. At the time of writing herring have struck at Deer Island and fairly good lots have been taken at various locations. Feverish building operations at the weir sites featured the latter weeks in April as fish were available and selling for good prices.

Records for Clamming Broken this Season

Clamming is about over and Capt. Frank Calder of Eastport made his last trip from Charlotte County ports to Maine with a full load of clams the third week in April. The industry has been an important one this year, and it is safe to say that all records for digging in local territory have been broken in 1935.

Work Rushed on Lobster Pound

Twenty men are rushing building operations on dam partitions on the huge lobster pound of the open sea type owned by the R. J. Conley Co., Ltd., and located at Northern Harbor, Deer Island. The Company also has a smaller pound at Bain's Island in the parish of West Isles. The pound at Northern Harbor is said to be the largest of its type in the world with a capacity of well over 1,000,000. It has five partition dams, and each compartment holds about 250,000 pounds of shellfish. Two wharves are being built and a building in which lobster meat will be packed throughout the year. One of the wharves is for the storing of lobster bait in hogheads, about fifty all told.



The "Adeline M. Greenlaw", Capt. Kenneth Brown of Wilson's Beach, N. B., which was caught in the ice of the St. Croix River near St. Stephen all Winter. The boat is 57 x 14, and is equipped with a 40 hp Palmer engine with Bosch magneto and Eveready batteries. Plymouth cordage is used.

Nova Scotia

Reports Renewal of Boat Building Activity

By H. R. Arenburg

YARMOUTH and Shelburne Counties were not the only places in Nova Scotia where boat building went on with a renewal of activity during the past season. From Pictou County comes reassuring news of boat building which proves Nova Scotia is still a land where the construction of fine craft is an enduring art.

Seventeen gasoline motor boats for lobster fishing were built between Brule and Tatamagouche the past Winter and seventeen between River John and Trenton, with six yachts, five built in Pictou and one in New Glasgow.

Between Pictou and Gull Rock five thousand new traps were built. This gives an indication of what some of the boat-builders and fishermen were busy at during the past months.

The much needed breakwater at Roseway has been completed and is a fine piece of workmanship, and an answer to the needs of the fishermen. It is 270 feet long, 12 feet wide, is planked the entire length with three ladders and a derrick on the inside.

Lobstering Under Way

Lobster fishermen are well away for the Spring fishing. Gordon Atwood was the first to launch his boat after reconditioning.

One new motor boat has been added to the fleet, lately purchased from parties at Red Head, by Nelson Hazar and Bernard Rapp.

Schooners Back from Spring Trip

All the schooners which sailed on the frozen baiting trip have returned to port and have landed their catches. The early Spring season was a very rough one on the Banks, some skippers reporting it the most severe in their experience.

Boat and Captain	Quintals
Harriet and Vivian, Frank Meisner	700
Mary H. Hirtle, Cleveland	700
John H. MacKay, Moyle Crouse	650
Beatrice Beck, Newton Backman	600
Maxwell Corkum, Corkum	550
Jean and Shirley, Deal	550
C. A. Anderson, Atwood Parks	500
Pan American, Creaser	500
Leah Beryl, Lawrence Zinck	500
Gilbert Walters, John Walters	500
Delawana II, William Corkum	500
C. J. Morrow, Abram Cook	500
Progressive II, Knock	450

The new schooner *Sir Ernest Petter*, Captain Napean Crouse, arrived from the Banks after being away from port only one week and landed a catch of 350 quintals of fish. On her trial run she developed a speed of 8½ knots.

The schooner *Bruce and Winona*, Captain Parks, which has been fresh fishing out of Halifax during the Winter months and the early Spring, has arrived at her home port and is fitting out for salt fishing.

Capt. Kearley Buys "Margaret K. Smith"

From Newfoundland comes the news to Capt. Wylie Rudolph that Capt. Levi Kearley, well known along the waterfront, has bought the schooner *Margaret K. Smith* from Lunenburg interests for the Kearley Bros. Capt. Levi Kearley was skipper of the ill-fated schooner *Elsie* which sunk off St. Pierre last Winter.

"Bluenose" Ready for Trip to England

The pride of the North Atlantic fishing fleet, the schooner *Bluenose*, hauled last month into the wharf of Zwicker & Co., Ltd., where she was prepared for her trip to England. The preparations were to require about a month and Capt. Walters expected to have the *Bluenose* ready to sail about May 1st.

WOLVERINE

"SEA RANGER"

Nantucket, Mass.

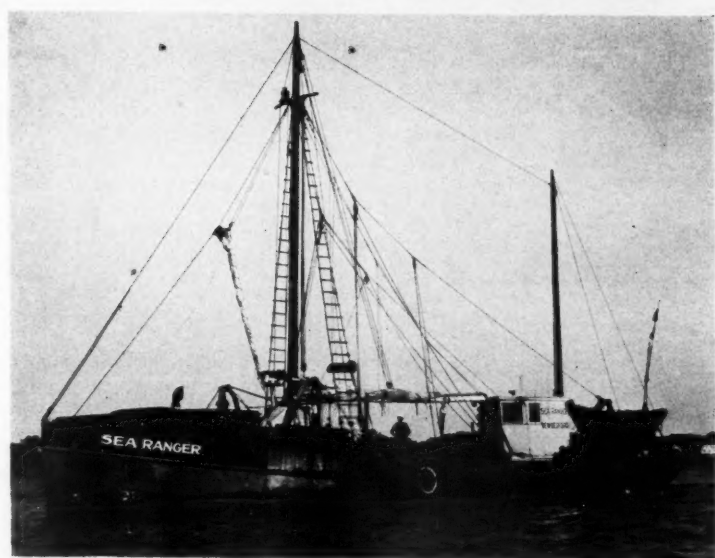
86 ft. x 19 ft. x 10 ft. draft

200 H.P. Wolverine-Diesel 6-cylinder, 4-cycle, 9 x 14, air reverse engine, fitted with Wolverine one-way friction clutch.

Positively Reliable, Simple in Operation, and Cheap in Maintenance.

These are the features that appeal to the fisherman and The "WOLVERINE" has them all.

Write us for Catalog No. 135 and Proposal

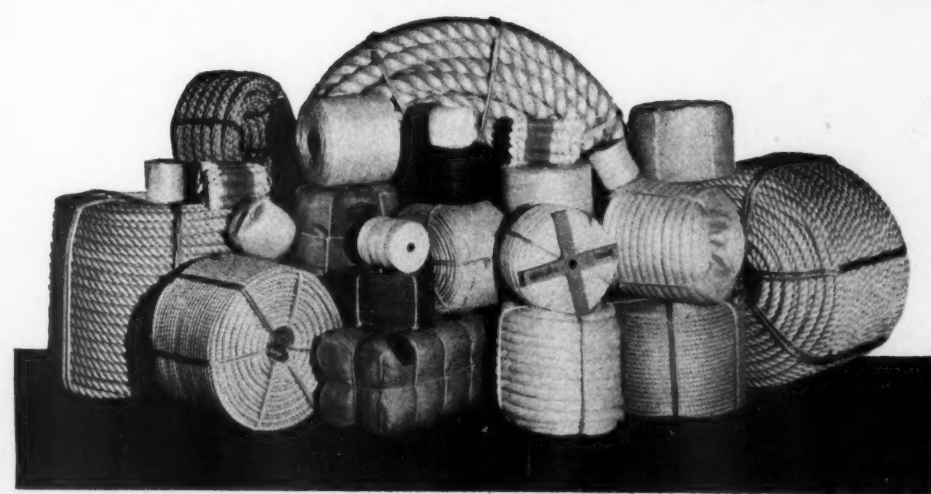


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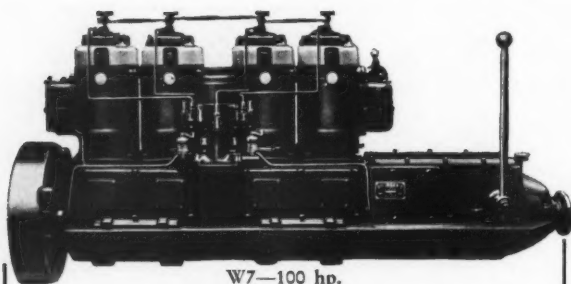
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WHITLOCK CORDAGE



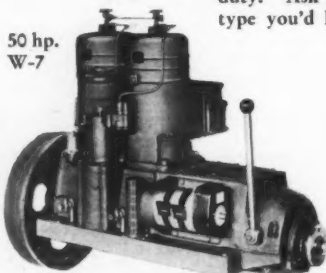
The Utmost In Rope Value



W7—100 hp.

There's A Bolinders DIESEL ENGINE for every service

Whether you need an engine for main propulsion, a motor for a smaller boat, or an auxiliary for lights, pumps or compressors, there's a Bolinders which fits exactly. The power range is from 6 to 500 hp., the speed range is from medium to slow and weights run from medium to extra heavy duty. Ask for details of the type you'd like to have.

50 hp.
W-7

This is our popular fisherman's engine that drives 42'-48' heavy hulls 8-10 miles per hour at fuel cost of only 17c per hour. Ask us to send you complete details of this engine or its companion, the 100 hp. shown above.

WRITE
to Bolinders for complete information about Diesel Engines. There are sizes for every purpose, styles for every use—a complete range of economical power units from which to make your choice.

5KW Diesel
Generator Set

Bolinders makes a specialty of Diesel Generator Units, Diesel Pumping Units and Sets for Air Compressors. These auxiliaries are very economical to run, require little attention and practically no service. Ask us about the size and type you need.



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Office and Showroom

Bolinders Co., Inc., 33 Rector St., New York, N. Y.

New Jersey Discusses Plans for Artificial Fishing Bank

THE application of Robert G. Pierpont, for War Department approval of plans to deposit material for the purpose of establishing a hand line fishing ground in the Atlantic Ocean, the center of which is to be located at a point approximately nine miles Southeast by East from Cold Spring Inlet, New Jersey, was to be considered at a public hearing on the subject, held in North Wildwood, N. J., on May 10.

The plans submitted showed an area one mile wide and four miles long extending in a Northeasterly direction, in which it is proposed to deposit debris for the purpose of creating a hand line fishing ground through the effect of collecting marine growth. The deposit is to be in an average depth of water of 60 feet and is to extend not more than 12 feet from the bed of the ocean.

Mackerel Landings During April

During April the following boats landed mackerel at Cape May, N. J.:

Alicia	17,000	Jackie B.	6,000
Antonina	21,000	Josephine and Mary	37,000
Balila	6,000	Mary A.	11,000
Bethulia	77,000	Mary F. Curtis	6,000
Capt. Drum	10,000	Mary W.	5,000
Carlo & Vence	22,000	Natale II	26,000
Catherine Burke	3,000	North Star	20,000
Desire	19,000	Rose and Lucy	50,000
Doris F. Hawes	7,000	St. Peter	23,000
Florence K.	55,000	Serafina N.	63,000
Funchal	3,000	Uncle Sam	23,000
Huntington Sanford	16,000		

Following are the boats which landed their fares at Wildwood, N. J.:

Alden	23,000	Mary W.	19,000
Antonina	30,000	North Star	32,000
Carlo & Vence	23,000	Rose Marie	3,000
Fannie F. Hickey	14,000	Sebastiana C.	15,000
Grace F.	31,000	Shirley M. Clattenburg	2,000
Inca	19,000	Three Sisters	15,000

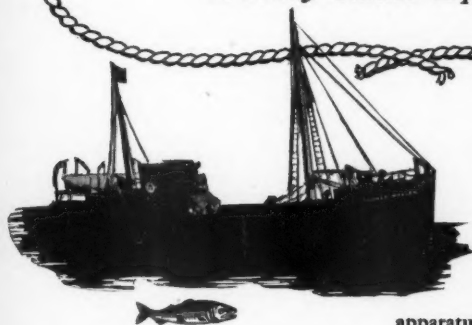
The following boats landed their catches at New York:

Alice and Mildred	10,000	Natale II	30,000
Balila	11,000	North Star	35,000
Capt. Drum	27,000	Orion	16,000
Carlo & Vence	30,000	Rose and Lucy	45,000
Doris F. Hawes	25,000	Rose Marie	48,000
Fannie F. Hickey	18,000	St. Peter	22,000
Grace F.	35,000	Sebastiana C.	35,000
Huntington Sanford	15,000	Three Sisters	32,000
Mary F. Curtis	25,000	Uncle Sam	18,000



The "Bonnie", sturdy 37-ft. fish tug operated by Captain Ernest G. Smith of Charlevoix, Mich. Her 50 hp Bolinders, installed recently, gives her a speed of better than 11 mph.

Trawler "Thomas Whalen" Mackay Radio Equipped



haul at opening of the daily market.

Mackay Radio offers a complete radio service. It manufactures and installs, inspects and repairs, maintains and replaces radio

apparatus as the need arises. It supplies competent radio operators...handles radio accounting...takes care of every detail of shipboard radio equipment.

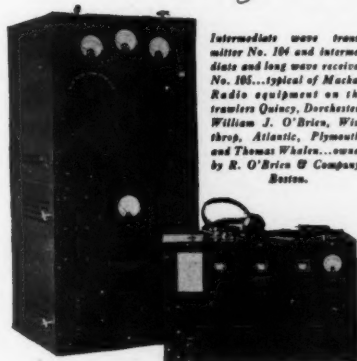
Communicate with Mackay Radio Headquarters or any Branch Office and get full information concerning Mackay Radio Marine Service.

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**"No Trawler Need Sail
Under the Handicap
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Intermediate wave trans-
mitter No. 104 and interme-
diate and long wave receiver
No. 105...typical of Mackay
Radio equipment on the
trawlers Quincy, Dorchester,
William J. O'Brien, Win-
throp, Atlantic, Plymouth,
and Thomas Whalen...owned
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THE INTERNATIONAL SYSTEM

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All America
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NO OLD or obsolete radio equip-
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fleet. Every one of seven trim trawlers
is Mackay Radio equipped and that
means equipment of the most modern
design.

News of the run flashing from trawler
to shore and trawler to sister-trawler
keeps the entire O'Brien organization
posted at all times—allows the fleet to
operate more efficiently...providing
up-to-the-minute information of the

Southern New England Group Has Lively Meeting at Mystic

MEMBERS of the Southern New England Fishermen's Association, meeting at Mystic, Conn., April 5, were treated to one of the liveliest sessions in months. Action was taken approving the size limits suggested by the Fishery Council with the exception of those on dabs and flukes, which the delegates believed should be 14 and 16 inches, respectively, rather than the 12- and 14-inch limits proposed by the Council. Other limits which met with favor were those on butterfish, 7½ inches; scup, 8½ inches; sea bass, 10 inches; mackerel, 8½ inches; snapper blue, 9 inches; weakfish, 10 inches; Winter flounder, 10 inches.

Capt. Jerry Leblanc served in two capacities, one as regular treasurer and the other as temporary secretary, acquitting himself well on both counts. Capt. Benjamin Tuthill read an interesting letter from his son Gordon, a student at New York University and keenly interested in fishermen's problems. Harold Lawry, John Bindloss, Warren R. Northrup and others also contributed to the discussions, while Capt. E. B. Thomas of Stonington and Clarence Davis of Westerly, saw to it that all hands were well fed, and have probably involved themselves in this job for life.

The petition of 34 Point Judith fishermen to form a separate chapter was turned down by those at the meeting. Guest speakers included William Beck, of H. M. Rogers & Co., Fulton Market, and Arthur L. Clark, Superintendent of the Connecticut Fish and Game Commission. Capt. John W. Smith, President of the Association, did his usual able job of presiding over the session.

Atlas Installation

Franklin G. Post & Son, Mystic, Conn., recently installed a used 120 hp Atlas Diesel engine in an 80 ft. converted hull. The hull was built a while ago but never had been put in the water.

Committee to Report on Need for Study of Migratory Fish

CONSERVATION topics held the spotlight at the April 26 meeting of the Fishery Council of the Atlantic Coast, held at the Pennsylvania Hotel, New York City. A round-table discussion on this important subject provoked divergent opinions, but when the smoke cleared away a motion had been passed authorizing Chairman J. H. Matthews to appoint a committee to determine what kind of scientific studies of migratory fish are desired, the approximate cost and time involved, and to present the findings to Washington with a request for immediate action.

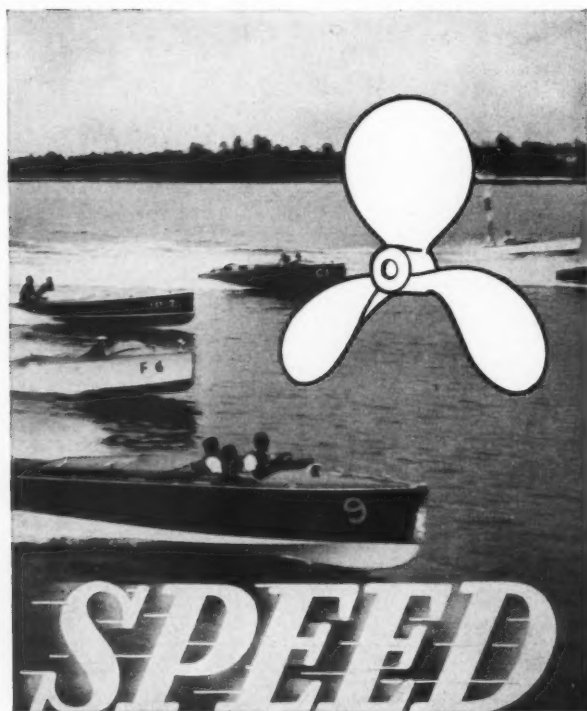
Capt. Lyle Tuthill of Montauk doubted whether conservation in the marine district of New York is either desirable or necessary. He reviewed the efforts made during the past 40 years to protect fishermen from adverse legislation sponsored by sportsmen and others, and advised the industry in general not to look to others for aid.

Capt. John W. Smith of Mystic, Conn., President of the Southern New England Fishermen's Association, stressed the importance of giving the consumer quality fish, and spoke against the Winter trawl fishery on the grounds of destruction of small fish. Approximately three out of four fish caught in that fishery are thrown away, he declared.

Robert A. Nesbit, of the U. S. Bureau of Fisheries, defining conservation as the wise use of a natural resource, pointed out that generalizations are unsafe so far as conservation is concerned; some species can come back, others cannot, no matter what laws are passed.

Howard F. Burdick, of Avondale, R. I., Vice-President of the S.N.E.F.A., wants to see bigger fish on the market. Mr. Burdick favors (and practices) letting small fish go from the traps.

Charles Suydam, West Sayville, urged that judgment be used in taking fish, stating that fishermen get low prices be-



is nothing new to Hyde

The racing season will be on you before you know it. Now is the time to check your propeller as to size, pitch and condition. Hyde will be glad to help you. Hyde Propellers have won more races than any other make of wheel. Years have taught the racer to accept Hyde recommendations and to depend upon Hyde Bronze to hold its pitch. Use a Hyde Propeller this season and know you are right.

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HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency". It will tell why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks

cause they take too many fish, thus depressing the price. "There are plenty of fish, but we must use the supply wisely," he declared.

Other fishermen heard from were Robert Doxsee of Point Lookout, L. I., and Frank Weber of Galilee, N. J. Will H. Cornell of Wallace-Keeney-Lynch Corp., who sponsored the motion referred to in the first paragraph, Harden F. Taylor of the Atlantic Coast Fisheries Co., C. S. Foster of the Delaware Conservation Commission, W. D. Desmond, Supervisor of Marine Fisheries of Massachusetts, Alfred Tucker of the Long Island Fishermen's Protective Assn., and Orton G. Dale of the Salt Water Anglers Association, also contributed some interesting ideas to the meeting.

New Machine Grades Oysters Accurately by Count

AN oyster grading machine, the first of its kind, has been developed by the Royal Oyster Co., Bloomfield, N. J., and is working out remarkably well in tests at the plant of the inventors and at the Blue Points Co., West Sayville, L. I. The machine, pictured here, eliminates the human factor in judging the various sizes of shucked oysters, and maintains a count per gallon within a few per cent of the number required.

An operator culls the cut, discolored and other undesirable oysters and feeds the remainder into the machine's hopper, where they slide into moving cups and are mechanically selected and deposited in containers according to size. Grading may be done either before or after the oysters are washed, and the machine is easily adjusted to provide for any gain due to washing or any variation that may occur on account of exceptionally large or small stock.

The grader may be set for any count per gallon necessary, although a standard has been adopted with Counts at 140 per gallon, Extra Selects at 180, Selects at 230, and Standards at 270. Provisions are made to accommodate a fifth grade of very small oysters, where it may not be advantageous to put them in with the Standards.

The machine's capacity ranges from 25 to 35 gallons per hour, depending on the average size of the run. A 1/20 hp motor furnishes the power, and a safety mechanism disconnects the motor in case of accident.

The casing and external elements are made of Monel Metal, easily cleaned by hosing with hot water. A spray of water keeps the cups free of dirt, slime or other substances.

Another model is being developed whereby several shuckers can feed directly into one machine with the output of each man graded and kept separate from the others.

J. Richards Nelson, President of the Royal Oyster Co., has as associates Henry T. Haines and Charles Fausel.



The new oyster grader, capable of handling 25 to 35 gallons per hour. It is very compact and requires only a 1/20 hp motor for power.

Demand for Fish Increases as Result of Chicago Campaign

THE Chicago Council of the Fish and Seafood Institute has advised the ATLANTIC FISHERMAN that its campaign to increase the sale of fish in that district has been remarkably successful. Five recipes printed on detachable cards and suitable for filing by the housewife are sent to all who take advantage of the offer made over the radio, and several contests have been productive of remarkably interesting information on the housewife's attitude towards fish.

Those sponsoring the campaign are the Booth Fisheries Corp., Booth Union Market, Lakeside Fish & Oyster Co., Robbins, Inc., Walker-Fulton Fish Co., Morris Fisheries, E. M. Plitt, Dieterle Bros., Triggs Brokerage Co., Standard Fish Co., W. M. Walker Co., A. E. Burhop, J. A. Klafin, J. A. Davis Fish Co., Johnson Smoked Fish Co., Trabert Fish Co., Fred Willner, Gordon United, Isaacson & Stine, Atlas Fish Co., and the William Port Co., all of Chicago.

Bertolini Now Booth's Sales Manager

E. V. BERTOLINI, connected with the Booth Fisheries Corporation for the past 13 years, is receiving congratulations on his promotion to the position of Sales Manager of the company, effective April 29. Mr. Bertolini has announced that the Booth radio and newspaper advertising campaign, resumed May 2 on a larger scale than before, has 19 Columbia Broadcasting stations participating in the program of "Fish Tales".

Miss Martha Hutton, Home Economics Director of the Company, will add several members to her staff of dietary experts and expand her work as rapidly as possible.

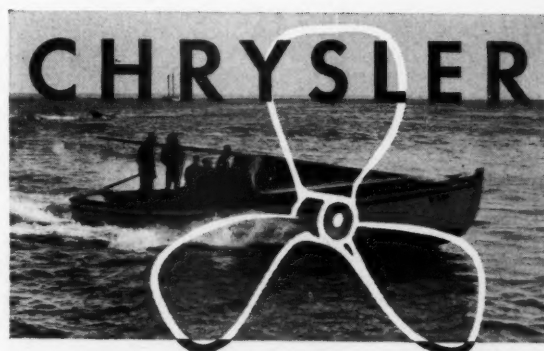
Cleveland meat dealers were the guests of the Booth organization recently, learning from Charles W. Triggs, General Manager, and Mr. Bertolini how fish are caught, prepared, packed and distributed. The 800 guests were treated to 500 pounds of haddock and perch "Tastyloins" prepared at the meeting, while Booth's Cleveland salesmen acted as waiters.

Atlas Develops New Anchor Windlass

A NEW anchor windlass that the manufacturer pronounces easy to operate, fast and safe, has just been announced by the Atlas Imperial Diesel Engine Company of Oakland, Calif. The windlass has cut steel gears; the entire mechanism is fully enclosed and runs in a bath of oil. It is easy to heave up, using an automotive type crank, and has a hoisting speed of 30 feet per minute. When the anchor is lowered a foot brake regulates the speed. This windlass is made in two sizes, one for anchors up to 100 pounds and the other for anchors up to 140 pounds. These new windlasses will be made available to the marine industry through the Atlas Imperial Sales and Dealer organization.

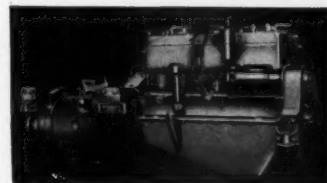


Anchor windlass just developed by Atlas Imperial, described as easy to operate, fast and safe. It has a hoisting speed of 30 feet per minute.



At half the price • For only \$635

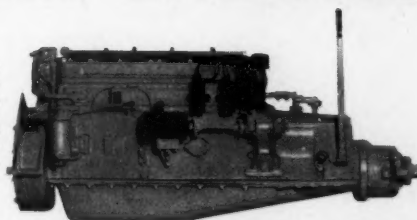
you can buy a Chrysler Ace marine engine with a 2½ to 1 reduction gear—just about half the price of a large direct drive job of equal power. Smaller, more compact, and higher speed engines with reduction gears effect a worth while saving on fuel and upkeep. You should investigate.



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BUDA ENGINES

A Buda Six Cylinder Gasoline Engine equipped with Startix and the Stromberg Marine Carburetor.



Have the Stamina for Fishing Engines!

COMPARE Buda specifications and equipment with other engines. Get down to hard facts and see what your dollar buys. You probably want a six! All down the line Buda Six Cylinder Engines give you a bigger dollar's worth. Take the crankshaft—3 inches in diameter with seven main bearings. Here is just an example of the superior strength of Buda's—they are not to be compared with lighter engines or automotive conversions.

Lubrication is through pressure oil leads rifle drilled in the crank case. Starting is by "Startix", the new automatic starting device that re-starts your engine when it stops.

The new Stromberg Carburetor eliminates drip to the bilge and protects against backfire.

In addition to all these advantages you secure complete equipment and all at no extra cost.

Every fisherman should know about these features. Why not have the information on file.

THE BUDA COMPANY

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BUDA MARINE ENGINES

DIESEL OR GASOLINE
Built for the Fisherman



SMITH SHIP & BOAT PAINTS



WHEN she was launched in 1931, the 57 ft. salmon seine boat "Gov. Hartley" was the pride and joy of her owner and operator, Capt. Rudolph Franulovich, of Anacortes, Wash.

Since then she has ranged all waters from Puget Sound to Alaska, a successful craft in every sense of the word—a tribute to her owner and, like hundreds of other fishing and industrial boats also, to the "staying", service qualities of Smith's SHIP & BOAT paints, which have been used on her regularly every season since her launching.

If you have not tried these time and service-tested marine paints do so this season and see their difference and superiority.

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Even if you had to pay a premium for Kermath marine engines the investment would be worth it. But you can get all the ruggedness and consistent performance built into Kermath motors at no added cost. Today Kermath brings you the largest, most complete series of power plants ever built for commercial use—from the 2-cylinder, 8-10 hp. motor to the giant 12 cylinder, 450 hp. And you pay no price premium for finer selection and proved performance. Get rid of your motor troubles—Specify a Kermath.

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GASOLINE AND DIESEL ENGINES

New Edition of Marine Booklet

COMPLETELY revised and with many added features, the fourth edition of "Make Knots with Texaco," annual publication of The Texas Company's Marine Sales Division, is now available for distribution to boat owners.

The illustrated rules of the road at sea now include the regulations enforced on the Great Lakes. Among other additions are illustrations showing the correct use of each buoy in the United States buoyage system; diagrams devoted to the correct placing of gasoline tanks, vents and filling pipes on various types of power boats; and a full-color plate of the International Code flags.

Lubrication recommendation tables include virtually every type and model of inboard and outboard engine, gasoline and Diesel, in general use today. These tables give specific data regarding lubrication under all atmospheric temperature conditions and, in conjunction with the many instructive articles on the handling and care of marine engines which make up the main body of the booklet, are invaluable to the motor boat operator.

Copies of "Make Knots with Texaco" are available, without cost, upon application to The Texas Company, Marine Sales Division, 135 East 42nd Street, New York City.

Mikkelsen Handling Texaco Products

J. G. van Santvoord, Manager of Marine Sales, The Texas Company, announces that Oluf Mikkelsen, Inc., is now handling Texaco Marine Lubricants from the showroom at 393 4th Avenue, New York City.

Oluf Mikkelsen, Inc., which is one of the leading outboard engine sales companies in the East, is sole distributor for the Outboard Motors Corporation in New York, New Jersey and Eastern Pennsylvania. In addition to handling sales of Texaco Marine Products they are using them in their extensive repair department for testing and tuning up motors.

Sutter Adds to Engine Line

J. A. SUTTER, of Sutter Brothers, whose appointment as Hill-Diesel distributors for New York and vicinity was announced in our April issue, has advised the ATLANTIC FISHERMAN that the 4-cylinder, 5 in. x 7 in. motor, of the latest type, will be kept in New York stock for show purposes. The company is also maintaining a boat equipped with a 6-cylinder 5 in x 7 in. motor for practical demonstration at the shop and service station, Gerritsen Beach, Brooklyn, N. Y.

Sutter Brothers also handle a complete line of Chrysler Marine engines at their offices and showrooms at 47 Great Jones St., New York City.

Strunk Represents Superior in Florida

THE National-Superior Company, Springfield, Ohio, Diesel marine and stationary engine manufacturers in sizes up to and including 900 hp, announce representation in Florida by Joseph H. Strunk, whose address will be 1877 S.W. Eleventh St., Miami. Mr. Strunk, who has been active in the Diesel field for the past twenty-five years, succeeds R. E. Hoffmann, who formerly covered Florida, but who has been transferred to Springfield where he will supervise Superior Diesel sales in the States south of Ohio and east of the Mississippi River.

Fishermen Buy Atmico Diesels

TWO of the new Atmico high speed Atlas Diesels have recently been installed in Atlantic Coast fishing boats. One went to Capt. Thomas Nugent in Baltimore, Md., and the other to Capt. Levesconti at Montauk, L. I. These engines attracted a great deal of attention at the Motor Boat Show, and news of other installations may be expected from month to month.

Radio-Telegraph Undergoes Severe Tests Abroad

CONSIDERABLE attention from fishermen and other marine interests in the British Isles has been focused on installations made recently by the International Marine Radio Company of London, British associate of the Mackay Radio and Telegraph Company.

Four new tankers of the Anglo Saxon Petroleum Company have been equipped with International Marine Radio's recently developed intermediate and short wave radio-telegraph equipment. These vessels have completed their trials, including rigid radio tests, with eminent success.

Range of 5,400 Miles

The *Ancylus* on trial off the Tyne communicated with the powerful Mackay Radio Sayville Station (WSL) and the station reported excellent reception. The *Acavus* was put on trial and flawless two-way communication was conducted between her and the *Ancylus* which was by that time 3,000 miles distant, nearing Curacao. The *Acavus* also set out for the West Indies and was in daily communication with its owners through the British station at Portishead which reported splendid reception. Then the *Acavus* was ordered to proceed through the Panama Canal and up to San Pedro, Calif. While proceeding up the Pacific Coast, she maintained communication with Portishead without difficulty, which meant spanning 5,400 miles including the United States, where potential sources of interference are especially numerous.

The other two Anglo-Saxon tankers *Anadara* and *Amastra* had similar success on their trials.

Budas in Two New Great Lakes Boats

TWO new fish tugs on the Great Lakes are sporting Buda Diesels, both of the DM 6-17 type, $5\frac{1}{4} \times 7$, rated at 104-125 hp at 1200-1500 rpm. The owners are Capt. Joseph Cayner, Jr., of Port Washington, Wis., whose tug, the *Jos. Cayner, Sr.*, was launched February 1, and Alfred Shellschick of Waukegan, Ill., whose *Al Shellschick* went into commission the first of March. The Budas drive the boats at 10.5 miles per hour.

The new craft are 50 ft. x 14 ft. x $6\frac{1}{2}$ ft., heavily constructed with hulls of Wisconsin white oak fastened with galvanized bolts and boat nails. Cabin framing is also of white oak, with edge grained fir sheathing and floors. The hulls are covered with 18-gauge Ingot iron from keel to two feet above the water line, for ice-breaking service.

The builders, Peterson Boat Works of Sturgeon Bay, Wis., report another fish tug, 50 ft. x 13 ft. x $6\frac{1}{2}$ ft., under construction for William Sellmann of Manistique, Mich., which will be delivered about May 15, and an auxiliary cruiser for Paul W. Jones of Chicago, Ill.

Metal Package Corp. Changes Name

FOR the purpose of having the name of the company more indicative of the nature and scope of its business, the Metal Package Corporation will hereafter operate as National Can Company, Inc. This change in name involves no change in management, and the same policies which have attended the constant growth of the business will be continued.

This company was established in 1909, with plants in Brooklyn and New York, later acquiring the John Boyle Co., of Baltimore, Md. The organization has steadily extended its business to national proportions, acquiring the Fischer Can Co., of Hamilton, Ohio and, more recently, the Colonial Can Co. and National Can Co., with plants at Boston, Mass.

Production facilities have steadily increased in every plant of this company, and sales offices and plants are now located in Baltimore, New York City, Brooklyn, Chicago, Detroit, New Orleans, Hamilton, Ohio and Kinsale, Va.



NATIONAL NET & TWINE

Div. of Ludlow Sales Corporation

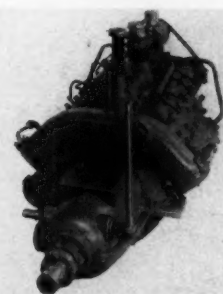
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LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING

We Strive to Make Tanglefin Netting the Best.
The Quality Goes In Before the Name Goes On.



"that cast iron base
MEANS A LOT
to the Palmer
converted
Ford V-8"



The Cast Iron Base of the Palmer Converted Ford V-8 protects the motor from bilge water, acts as a general stiffener, provides strong timber lugs and gives a solid foundation for the clutch. The Palmer Converted Ford V-8 not only includes the cast iron base but those many other Palmer features that change an excellent automobile engine into a real marine job. Price F.O.B. Cos Cob, \$445.00.

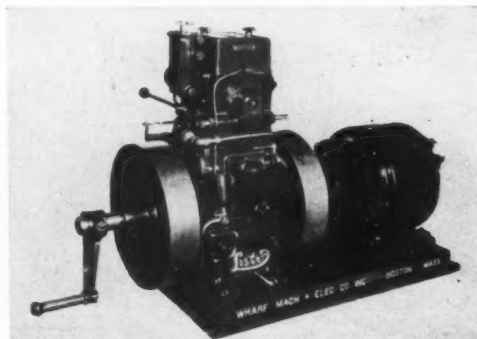
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PALMER
CONVERTED
FORD V-8



Auxiliary generating set consisting of 7 h.p., 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diehl generator.

LISTER DIESEL ENGINES dual compression

Full Diesel 4-cycle, cold starting, marine
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from 3 to 104 h. p.

Adequate service and skilled labor, and complete stock of parts always on hand.

Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch
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Specialists in Diesel Engine and Marine Electrical Repairs



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you can Bank On!**



The men who use SHIPMATES have helped us to make them the way galley ranges should be made. Today's SHIPMATES are not the result of fifty-four years of manufacturing experience only—they embody ideas suggested by men who use them and who know what they want and expect in a galley range.

THE STAMFORD FOUNDRY CO.
STAMFORD, CONN.

SHIPMATES

Penola Issues Handy Tide Calendar

AN unusually handy tide calendar, which can be used to find the time of high and low tides from Eastport, Maine, to Corpus Christi, Texas, is now available to boat owners at any Essomarine dealer, according to Penola, Inc., manufacturers of Essomarine lubricants.

The calendar shows the tides at the Commonwealth Pier, Boston, Mass., and at the Battery, New York City, and contains a table which permits the skipper to find the time of high and low tides at 66 different points along the Atlantic and Gulf seaboard.

The company also announces that Essomarine dealers now have the 1935 Recommendation Chart, which shows just what oils to use on the 1935 and earlier models of marine engines.

Fahnestock Expedition at Galapagos

The Fahnestock Expedition, which set sail from Brooklyn early in January bound for a three-year trip to a number of remote tropic lands, has concluded its visit at Balboa and shoved off for the Galapagos, according to word received by Penola, Inc.

The expedition is captained by Sheridan Fahnestock and will collect specimens for zoos and universities, using the 65-foot schooner *Director* which was once the Portland, Maine, pilot boat.

Ray L. Howes Joins Worthington

AS a result of increased activity in its Diesel and gas engine lines, the Worthington Pump and Machinery Corporation has found it advisable to further amplify the supervision of business in these lines in its Eastern district, and to that end has created the Eastern Oil Power Division under the field management of Ray L. Howes, with headquarters at its New York Office, 2 Park Avenue.

R. J. Ederer Moves N. Y. Office

THE R. J. Ederer Net & Twine Co. announces the opening, on May 1, of a new store at 32 Fulton St., New York City. The new quarters are much superior to the old ones at 105 Beekman St., being larger, lighter, and more convenient to fishermen coming to Fulton Market. An extensive line of nets, twine, and other supplies for fishermen is carried. D. Roy F. Fowler, Jr., is in charge.

Columbian Executive Dies

CHARLES A. Clark, 67, for many years actively connected with the Columbian Rope Company, and at the time of his death Vice-President of that organization, died at Auburn, N. Y., on April 28th, after a lingering illness.

Mr. Clark was well known and liked among all of those trades where Columbian rope and twine are used. His connection with Columbian dated back to 1892, when he became associated with the Columbian Cordage Co., predecessor of the present firm. In 1904 he was made Superintendent, in 1910 he was appointed General Superintendent, and in 1928 Vice-President. Mr. Clark held several patents on equipment used in the manufacture of rope and twine products.

George H. Blaker Dies

GEORGE H. Blaker, well known in fishing circles as Sales Manager of Bolinders, Inc., New York City, died suddenly of pneumonia late in April. He leaves a host of friends all over the country as he had travelled extensively for a number of years.

Audit Bureau of Circulations Audited Report

THE average circulation per issue of ATLANTIC FISHERMAN for the six months' period July 1st to and including December 31, 1934, was as follows: Copies sold, 4,964; copies distributed free, 486; total, 5,450.

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

New York Boston Gloucester Baltimore
Chicago San Francisco

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19 other gasoline type Red Wings 4 to 125 h. p. and 5 Fuel-Oil models 30 to 200 h. p. Write for complete details.

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The rugged BB-FOUR 40-55 h. p. Red Wing illustrated is typical of the reliability and stamina demanded by the Commercial Fisherman from his marine engine. Bore and stroke of 4 1/2" x 6" affords power to turn a real working propeller, and the economy of operation is especially gratifying.

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Small, Light, Compact! 3 sizes—

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Taunton, Massachusetts

Fish, Boats, Engines, Gear and Supplies

MARINE BARGAINS

Here are a few of our offerings: Friendship sloop 26 to 45 ft.—\$300 and up. Fishing schooner, oil powered, 89 ft. x 22 ft. x 10.9 ft., built in Essex in 1915. Full equipment—want offer. Another 49 ft. x 16 ft. x 6.2 ft., oil powered, equipped for swordfishing—\$1100. 35 ft. x 9 ft. raised deck cruiser, 35 hp Lamb engine, heavy duty—would make good party or work boat—all fine condition, \$750. 30 ft. cruiser, Scripps powered, speed 20 miles, fine condition, cost over \$7500, for quick sale \$1500, in commission—and many others. Reconditioned Marine Engines—65 hp Kermath with starter, \$250. 150 hp O.H. Kermath \$425. 45 hp Fairbanks Morse C-O, \$925; and many others. Also reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, ME.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

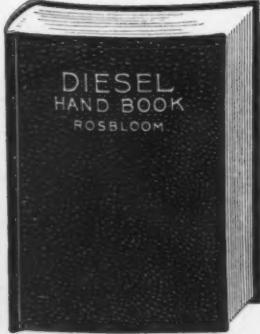
Fishing boat, 48 ft. x 12 ft. 6 in. x 6 ft., 50 hp Palmer engine. Now fishing. Price very reasonable. Make offer. H. Reiter, Box No. 196, Greenport, N. Y.

30 hp Atlas Imperial in good condition. Good buy. Write John Santos, St. Augustine, Florida.

28 ft. fishing boat, flush cabin, 9 ft. beam, 3½ ft. draft, 18-22 Frisbie engine. Sell reasonable. In first class condition. Apply to Eugene L. Rose, Box 153, Block Island, R. I.

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A boat about 40 ft. suitable for a dragger. Address Box A, ATLANTIC FISHERMAN, Goffstown, N. H.



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